

STEEL STEAMER ~~OR~~ MOTORSHIP.

Received at London Office

FEB 18 1938

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

Jan 25. 1938Port of Vancouver B.C.No. 4745Survey held at N. VancouverDate First Survey Nov 18. 1937

Last Survey

Jan. 23

1938.

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

5.5" CHELOH-SIN

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Awning deckState Type of Erections Awning DeckTONNAGE under Tonnage Deck... 528CLASS A1 channel IronState if with freeboard as condition of Class YESBuilt at Dublin

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) 175.5Launched 1911Yard No. 73

Total

Breadth (greatest moulded) B 35.0Builders Dublin Dockyard CoGross Tonnage 1134Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 15.0Owners Union Steamships CoRegister Tonnage 5971st Longitudinal Number (L x D) = 2633

Managers

(Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS.

183.0

FEET.

h

175.5

lth

35.114.0Framing Depth "d," at middle of length. See Sec. 3 (1d) 13Proportions—Depth to Length—Uppermost continuous deck to top of keel 11.7

Do. Long Bridge to top of keel

Draught Moulded 13.0Residence Vancouver B.C.Port of Registry Vancouver B.C.

If surveyed while building, afloat, or in dry dock

On dry dock and afloat

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.			Any Departure from Approved Plans to be Noted.
ES, Spacing amidships	24			✓	Bracket Floors, Frame				
" from $\frac{3}{4}$ length to Collision bulkhead	24			✓	" " Reversed Frame				
" in peaks	24			✓	" " Vertical Struts				
FRAMING.					Centre Girder, depth and thickness amidships	30	✓	14	✓
ne Amidships, Angle, <u>SW</u>	3.5	3	$\frac{11}{40}$	✓	" " top Angles	2.5	2.5	$\frac{11}{40}$	✓
" Extends up to <u>Awning deck</u>					" " bottom Angles	3.5	3.5	$\frac{11}{40}$	✓
rsed Frame Amidships, Angle	2.5	2.5	$\frac{13}{40}$	✓	Side Girders, No. each side and thickness	two		$\frac{12}{40}$	✓
" Extends up to... <u>alternately to main deck and side stringer, and every fourth to awning deck</u>					Margin Plate depth (excl. of flange) and thickness	flat		$\frac{12}{40}$	✓
th of Framing Girder	3.5			✓	" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem				✓
nes in Uppermost Continuous 'tween Decks, Angle, <u>SW</u>	3.5	3	$\frac{11}{40}$	✓	" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem				✓
" Second 'tween Decks, Angle, <u>SW</u>	4	4	$\frac{11}{40}$	✓	" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem				✓
" Third " " " "					" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem				✓
ning in Peaks, Angle <u>SW</u>	4.5	3	$\frac{12}{40}$	✓	Tank Side Brackets, height above base line at toe of frame and thickness			$\frac{12}{40}$	✓
meter and Spacing of Rivets through Frame and Shell Plating amidships	5/8		$\frac{11}{40}$	✓	INNER BOTTOM PLATING.				
if Frame Joggled	3/4		$\frac{11}{40}$	✓	Breadth and thickness of Middle Line Strake	48		$\frac{12}{40}$	✓
NG ARRANGEMENTS (Sec. 7), state system and particulars					Thickness of remainder in <u>Bottom</u>			$\frac{12}{40}$	✓
12" below and 12" above lower deck continuous plate					Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?			<u>YES</u>	✓
STRENGTHENING OF BOTTOM FOR- ARD. State Particulars					BEAMS. <u>Main deck</u>				
E BOTTOM.					Uppermost Continuous Deck, amidships	5	2.5	$\frac{12}{40}$	✓
rs, Depth and thickness at mid-line in Holds	19		$\frac{11}{40}$	✓	" " in way of Bridge, Angle, <u>SW</u>				✓
Height of Brackets at side above base line at toe of frame					" " Spacing	24			✓
le Line Keelson, on Floors, Angles,	3.5	3	$\frac{11}{40}$	✓	<u>Lower deck</u> <u>forward</u>				
" " Through Plate <u>SW</u>			$\frac{11}{40}$	✓	Second Deck, amidships, Angle, <u>SW</u>	6	2.5	$\frac{14}{40}$	✓
" " Foundation Plate on Floors	25		$\frac{11}{40}$	✓	" " Spacing	48			✓
" " Flat Plate Keel Angle	3.5	3.5	$\frac{11}{40}$	✓	<u>Lower</u> <u>off</u>				
Keelsons, No. each side <u>2 in 138 pan</u>				✓	Third Deck, amidships, Angle, <u>SW</u>	5	2.5	$\frac{12}{40}$	✓
" thickness of Intercoastal Plate...			$\frac{11}{40}$	✓	" " Spacing	24			✓
" Angles	5.5	3	$\frac{12}{40}$	✓	Fourth Deck, amidships, Angle, <u>SW</u>				✓
E BOTTOM. in E. Room.					" " Spacing				✓
Solid Floors, thickness and spacing	30		$\frac{12}{40}$	✓	Awning				
" " Are Frame and Reversed Frame joggled?				✓	Bridge Deck, <u>SW</u> or <u>SW</u>	3.5	3	$\frac{11}{40}$	✓
Bracket Floors, breadth and thickness at middle line				✓	" " Spacing	24			✓
" " breadth and thickness at margin plate				✓	Boat				
					Forecastle Deck, <u>SW</u> or <u>SW</u>	2.5	2	$\frac{8}{40}$	✓
					" " Spacing	24			✓

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP		Any Departure from Approved Plans to be Noted.
<i>One each side</i>							
Stringer Plate, breadth and thickness in way of Bridge							
Thickness of Plating <i>abreast Deck openings</i>							
Thickness of Plating abreast Deck openings in way of Bridge							
Thickness of Plating within line of openings							
If Sheathed, material and thickness							
Third Deck.							
Stringer Plate, breadth and thickness							
If Plated, state thickness							
Fourth Deck.							
Stringer Plate, breadth and thickness							
If Plated, state thickness							
Poop Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							
Bridge Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							
Forecastle Deck.							
Stringer Plate, breadth and thickness							
Plating, Sheathing, material and thickness							

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	37.	20 40 ✓	18 40 ✓	19 40 ✓					3/4	2 7/8	Stox 15'	
„ DBLG. (if any)												
BOTTOM PLATING, No. of Strakes	54 1/2	14 40 ✓	12 40 ✓	12 40 ✓								
BILGE PLATING, No. of Strakes	51	14 40 ✓	11 40 ✓	11 40 ✓					do	do		
SIDE PLATING, No. of Strakes	52	13 40 ✓	11 40 ✓	11 40 ✓					do	do		
UPPER DECK, Sheer-strake in Wells	34	14 40 ✓	10 40 ✓	10 40 ✓					3/4	3		
UPPER DECK, Sheer-strake in Bridge	42	10 40 ✓	8 40 ✓						1/2	2 1/4		
STRAKE BELOW SHEER-strake in Wells	42	10 40 ✓							1/2	2 1/4		
STRAKE BELOW SHEER-strake in Bridge	42	10 40 ✓							1/2	2		
FORECASTLE SIDE PLATING												
BRIDGE SIDE PLATING												
FORECASTLE SIDE PLATING												

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—		5	all the way		5 B/A
Extending to Upper Deck (Sec. 3 c)		1			
,, Deck next below					
As per Rule					
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
Forward end lower room	Second	1/4 40	6 1/4	3.5 x 2.5 x 12/40	30
" " Boilers	Third	1/4 40	6 1/4	6 x 3 x 15/40	30
Aft " E.R.	Holds	1/4 40	6 1/4	4 x 2.5 x 12/40	30
COLLISION	(in Hold)	1/4 40	6 1/4	4 x 2.5 x 12/40	30 with opening to 24" h
AFTER PEAK		1/4 40	6 1/4	4 x 2.5 x 12/40	30 . d d d

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	F	5.5x1.5		
STEM	F	5.5x1.5		
STERN FRAME				
Propeller Post				
Rudder	F	5.5x2		
RUDDER—A x D		92.2		
Speed of Vessel		13.9		
RUDDER mainpiece at head	F	6 1/4		
" " heel	F	4.5		
" how constructed		Blind 4 arms		
" double or single plate coupling, vertical or horizontal		Single 1 1/2		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

STEEL.

Has the Steel been tested as required by the Rules?

FEB 18 1938

EQUIPMENT No.										LETTER	ANCHORS.		
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.			
20	1st Bower	21			21	12	7	21	12	7	20	Shackles.	LPHBC 11.12.11
Certificate	2nd "	21			21	12	7	21	12	7	20	"	on test
	3rd "												
	Collective weight.												
	Stream	9									7		LPHBC 8724. 26. 11

1 Kedge, 20 marks above 250 lbs.

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.	
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.
70	180	1 5/16			✓✓		180	1 5/16	Shackles		LPH BC 11-12-11	LOWLINE	60	3.5	90	3	
Certificate											1109	HAWSERS & WARPS	5x25	5" mainline	90	2 1/4	
											Shackles marked		2x20	2" steel wire	90	2	
											Same						
Iron Stream Chain or Steel Wire	60	3 1/4	✓				60	3 1/4	Shackles								

Steering Gear, Steam In wheel house 2 cys. 6x7 Haskie, Greena
Boats 4-22 ft - 1 in 4 3 in
Steering Chains, Size and Test 1' class link - annealed
Windlass 8 1/2 x 10 with hand gear, Emerson Walker
Ceiling in Holds, thickness and material wood, 2 1/2 and 3
Cargo Hatchways, (Upper Deck) One Steel 7' x 9'
Thickness of Hatches 2 1/2 wood
Size of No. 1 Hatchway (Forward) 7' 6" x 10' No. 2 No. 3 No. 4 No. 5 No. 6
Number of Shifting Beams and/or Fore and Afters none - heavy hinged wood covers on main deck, flush with deck.

Builder's Signature

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel YES (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo NO The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

The former bunkers space has been converted and now has two cylindrical oil tanks for fuel.

These tanks are 12' dia and 11 1/2' long. plate 5/16 End plate flanges & etc. are riveted on.

Tanks seated on cradles (4 in length of tank) of 3/4 plate - heavy angle on top & riveted to floor - Tanks properly secured & chocked. F.P. above 150°F.

These Tanks are 11' 11 1/2" inside dia - 14' 3 1/2" long. Upper plate 5/16. Lower plate 3/8 ends 3/8. Suction controlled from main deck - air & sounding & filling pipe fitted.

All the requirements of the rules have been complied with. (Fuel oil capacity 91 tons)

The anchors and cables are in good condition. There are two frame anchors, 1 Stream Anchor and 1 Kedge

also 180 fath of 1.25 dia Ohio link Cable. No certificates are available.

The markings as far as can be seen are - Cable & Shackles. 11.21.11 LPHBC 1109.

Both towers are marked

Stream Anchor.

LPHBC.

8724

26. 11

4. 4

B crown T.

The amount of Entry Fee £ 25.00 Fees applied for, Day 25 1938

Special Survey Fee.... £ 235.00

New York Expenses 15.00

Travelling Expenses, if any £ 12.50

Blue prints & photo stat 24.35

State whether the Vessel has been built under Special Survey No

Certificate to be sent to Vancouver, B.C. Date of issue Day 24 1938

I am of opinion the Vessel should be Classed A1 with freeboard.

Channel Sound Service. Tacoma to

Stewart. Anyose

is on canal

Signature A. Scott

Surveyor to Lloyd's Register of Shipping.

Committee's Minute Please ask Ver to agree this offer when fees are paid.

Character assigned

FRI 4 MAR 1938

A1

with freeboard for Channel & Sound Service Tacoma to Anyose.

S.S. And No. 3- 1.38

June 1.38

Fitted for oil fuel I.P. above 160°F

2 SB 185 lb

O.L. (Note shafts)

Write back (norm)



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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This vessel was built at Dublin in 1911 for the present owners for service on the British Columbia Coast and carries a Canadian Government permit for passengers Class III Coastwise. She was built to British Corporation class under special survey, and retained in class until withdrawn by owners Nov. 1937. The workmanship throughout is first. Vessel has been surveyed on dry dock, and plating drilled and examined. The steel work throughout is in first order and well preserved, except between timbers & water, and the decks, particularly in way of houses, which have now been renewed.

Renewed knee plates 11 (top pattern) and 12 p + S. A 12 p + S. E 5 + 6 Stairs and E 3. 5 + 6 port F. 2. 3. 4. 5 + 6 p + S. Boat deck side plating full length P + S. also passenger accommodation above.

Awning deck. Renewed awning deck stringer plate and angle p + S and about 50% of the deck plating. Main deck stringer plate renewed in way of cargo doors, and E + B. spaces. 2nd Stairs renewed in way of E + B. and the whole of the main deck renewed aft, including stringer plate.

In all cases where the list is to be raised off the steel, and in all cases where the deck plates have been renewed, the new deck covering is of bitumastic elastic compound, reinforced by expanded steel, secured by E. W. Coaming plates of all houses renewed where required by plate E. W. welded. And plating of wheel house, and Erections on boat deck, renewed where necessary particularly in way of windows.

Vessel placed on dry dock. Bottom & rudder. Cleaned, examined, repaired & coated.

All ceiling removed, and steel work of frames. Posts, keelson, beams etc examined throughout, including fore and aft peaks. & spaces above same. fore & between decks.

Loggins, accommodation, fuel tank space (formerly bunkers) E + B spaces & tunnel double bottom under engines, and two side tanks in tunnel examined internally, forward and aft peaks, double bottom & side tanks tested with water.

Two cylindrical fuel oil tanks tested when full of oil.

All decks examined, cleaned, & recoated & covered, and plating renewed where found necessary.

Anchor and cables ranged & found in first condition.

Midships opened up & examined throughout & tested under working conditions.

Steering gear opened up & examined throughout, and tested under working conditions.

Conditions - Steering rods renewed. Chain unscrewed & examined.

Mast & rigging examined, wedges removed. Screws & nuts examined. Deising removed.

Hatches. Hatch coaming - covered. Cleats and method of securing satisfactory.

Air sounding pipe. WT door. Houses. Casings. Cargo doors. Bulwarks & rails examined.

Ports below main deck have been permanently closed - and in the new steel plating above the awning deck ports are fitted, instead of windows as before.

Subsided

Particulars of Drop Test of Cast Steel Anchors, viz. :—
Weight, Surveyor's Initials,
Number of Certificate, Date
of Test.

1st Bower

2nd "

3rd "

no particulars

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ft., R.Q.D. ft., Bridge ft., Forecastle ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book). Deck steel, timber and forward & aft & awning deck. Builders fitted.

Official No. 130805

Signal Letters

P. G. K. Y

Is bottom of Vessel coated with cement 468. if not give

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	14	10.5
Double bottom, under Engines and Boilers,			After peak tank,	16	"
Double bottom, if under Engines only,	24	32	Deep tank, aft, Side tanks in tunnel p + S.	12	17 total
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted, (If necessary, furnish further information by sketch.)		
Total capacity of double bottom		32			

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No.

Date Nov 17 1937.

Dates of Surveys held while building

Nov 19. 19. 21. 22. 23. 24. 25. 26. 29. Dec. 1. 2. 7. 9. 10. 17. 23. 27. 29. 30. 1937. Jan 3. 6. 11. 17. 19. 23. 1938



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Total No. of Visits 25