

STEEL STEAMER ~~OR MOTORSHIP~~

Received at London Office 1 FEB 1928

State if Report has been sent on the Freeboard of the Vessel *Yes*State if Report is sent on the Machinery of the Vessel *Yes*

Date of completion of report

Port of *Glasgow*No. *47531*Survey held at *Glasgow*Date First Survey *18.1.27*Last Survey *18th January* 1928On the *(State if Machinery fitted Aft and if Single, Twin or Triple Screw)**Twin Screw Steamers**"BEAVERFORD" (Machinery amidships)*State Type *(Full Scantling, Complete Superstructure with or without Tonnage Openings)**Full Scantling*State Type of Erection *Forecastle*

TONNAGE under Tonnage Deck

*9258.64*CLASS *+100 A1*State if with freeboard as condition of Class *Yes*

FEET.

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) *L 495.0*Breadth (greatest moulded) *B 61.5*

Total

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 40.5*Gross Tonnage *10042.49*1st Longitudinal Number (L x D) = *20048*Register Tonnage *6059.56*2nd Numeral L x (B + D) = *50490*

## REGISTERED DIMENSIONS.

FEET.

Length *503*Framing Depth "d," at middle of length. See Sec. 3 (1d) *15.45*Breadth *61.8*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.23*Depth *37.5*Do. Long Bridge to top of keel *29.9 3/4*Draught Moulded *29.9 3/4*Built at *Glasgow*Launched *27th Oct. 1927* Yard No. *617*Builders *Bailey Cline & Co*Owners *Canadian Pacific Railway Co*

Managers

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

Residence

Port of Registry *London*If surveyed while building, afloat, or in dry dock *Yes*

## 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.
FRAMES, Spacing amidships	36		Bracket Floors, Frame	✓	
" from 1/2 length to Collision bulkhead	27		" " Reversed Frame	✓	
" in peaks	24		" " Vertical Struts	✓	
FRAMING.			Centre Girder, depth and thickness amidships	49 1/2 x 64	
Amidships, Angle, E or C	11 1/2 3 1/2 52		" " top Angles	3 1/2 3 1/2 59	
" Extends up to	Upper Deck	to 3rd Dk.	" " bottom Angles	5 5 69	
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	200 @ 46	
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	78 x 57	
Depth of Framing Girder	11 1/2		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	6 6 50	
Frames in Uppermost Continuous 'tween Decks, Angle, E or C	✓	10 1/2 x 3 1/2 56	" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	6 6 50	
" Second 'tween Decks, Angle, E or C	✓	10 1/2 x 3 1/2 56	" " Gussets, spacing and scantling abaft 1/2 len. from stem	✓	
" Third 'tween Decks, Angle, E or C	✓	10 1/2 x 3 1/2 56	" " Gussets, spacing and scantling forward 1/2 len. from stem	✓	
Spacing in Peaks, Angle, E or C	6 1/2 3 1/2 51	10 x 3 1/2 x 43	Tank Side Brackets, height above base line at toe of Frame and thickness	8'0" x 53	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	1" x 7/8 @ 5 1/4"		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	72 x 57	
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	Web Frame		Thickness of remainder in Holds	52	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	35 Brackets for plating & thickness		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?	Yes	
DOUBLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds	✓		Uppermost Continuous Deck, amidships in Wells, Angle, E or C	9 1/2 3 1/2 48	
Height of Brackets at side above base line at toe of frame	✓		" " in way of Bridge, Angle, E or C	✓	
Middle Line Keelson, on Floors, Angles, E or C	✓		Spacing	36	
" " Through Plate or Intercoastal Plate	✓		Second Deck, amidships, Angle, E or C	10 1/2 3 1/2 51	
" " Foundation Plate on Floors	✓		Spacing	36	
" " Flat Plate Keel Angles	✓		(And if Deep Tank)		
Side Keelsons, No. each side	✓		Third Deck, amidships, Angle, E or C	10 1/2 3 1/2 48	
" " thickness of Intercoastal Plate	✓		Spacing	36	
" " Angles	✓		Fourth Deck, amidships, Angle, E or C	✓	
DOUBLE BOTTOM.			Spacing	✓	
Solid Floors, thickness and spacing	48 @ 36		Poop Deck, Angle, E or C	✓	
" " Are Frame and Reversed Frame joggled?	Frame only		Spacing	✓	
Bracket Floors, breadth and thickness at middle line	✓		Bridge Deck, Angle, E or C	✓	
" " breadth and thickness at margin plate	✓		Spacing	✓	
			Forecastle Deck, Angle, E or C	9 1/2 3 1/2 52	
			Spacing	27 x 24	



## PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>PILLARS, No. of Rows.....</b>			Stringer Plate, breadth and thickness in way of Bridge .....	✓	
"    in 'tween Decks, Size and Spacing.....			Thickness of Plating abreast Deck openings in way of Wells .....	.44	.52
"    "    "    "    "	Wide spaced Pillars		Thickness of Plating abreast Deck openings in way of Bridge .....	✓	
"    in Holds    "    "	✓ Girders as per		Thickness of Plating within line of openings...	.36	
"    "    "    "    "			If Sheathed, material and thickness .....	✓	
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	Approved plan.		Stringer Plate, breadth and thickness.....	.69	.39
Plating, thickness of .....			If Plated, state thickness.....	.38	
<b>STRINGERS AND DECKS.</b>			<b>Fourth Deck.</b>		
<b>Uppermost Continuous Deck.</b>			Stringer Plate, breadth and thickness.....	✓	
Stringer Plate, breadth and thickness in Wells	.69 x .86		If Plated, state thickness .....	✓	
"    "    "    "    " in way of Bridge	✓		<b>Poop Deck.</b>		
"    Angle in Wells .....	.6	.86	Stringer Plate, breadth and thickness .....	✓	
Thickness of Plating abreast Deck openings } in way of Wells .....	.72		Plating, Sheathing, material and thickness ...	✓	
Thickness of Plating abreast Deck openings } in way of Bridge .....	✓		<b>Bridge Deck.</b>		
Thickness of Plating within line of openings...	.46		Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness .....	✓		Plating, Sheathing, material and thickness ...	✓	
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	.69 x .45		Stringer Plate, breadth and thickness.....	.51	.37
			Plating, Sheathing, material and thickness ...	.36	

## SHELL PLATING.

SCANTLINGS.						RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>7/16</i>			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 .....	<i>56</i>	<i>.99</i>	<i>1.15</i>	<i>.87</i>		<i>Double</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Four</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Lapped</i>
" <i>is not a Flat Keel</i> Base (if any) .....	<i>56</i>	<i>1.19</i>				<i>Do</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Do</i>	<i>1 1/8</i>	<i>4 1/2</i>	<i>Do</i>
BOTTOM PLATING, No. } of Strakes ....	<i>71</i>	<i>.80</i>	<i>1.0</i>	<i>.58</i> <i>.75</i>		<i>Do</i>	<i>1</i>	<i>4</i>	<i>Do</i>	<i>1</i>	<i>4</i>	<i>Do</i>
BILGE PLATING, No. of } Strakes .....	<i>62</i>	<i>.80</i>	<i>1.0</i>	<i>.75</i>		<i>Do</i>	<i>1</i>	<i>4</i>	<i>Do</i>	<i>1</i>	<i>4</i>	<i>Do</i>
SIDE PLATING, No. of } Strakes .....	<i>77 3/4</i>	<i>.78</i>	<i>2 @ .50</i>	<i>.51</i>		<i>Do</i>	<i>1</i>	<i>4</i>	<i>Do</i>	<i>1</i>	<i>4</i>	<i>Do</i>
UPPER DECK, Sheer- } strake in Wells.....	<i>v</i>	<i>v</i>	<i>v</i>	<i>v</i>		<i>v</i>	<i>-</i>	<i>-</i>	<i>v</i>	<i>-</i>	<i>-</i>	<i>v</i>
UPPER DECK, Sheer- } strake in Bridge ...	<i>77 3/4</i>	<i>.94</i>	<i>.75</i>	<i>.51</i>		<i>Double</i>	<i>1</i>	<i>4</i>	<i>Five</i>	<i>1</i>	<i>4 1/2</i>	<i>Lapped</i>
STRAKE BELOW Sheer- } strake in Wells.....	<i>v</i>	<i>v</i>	<i>v</i>	<i>v</i>		<i>v</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>v</i>
STRAKE BELOW Sheer- } strake in Bridge ...	<i>77 3/4</i>	<i>.84</i>	<i>.51</i>	<i>.51</i>		<i>Double</i>	<i>1</i>	<i>4</i>	<i>Four</i>	<i>1</i>	<i>4</i>	<i>Lapped</i>
POOP SIDE PLATING .....	<i>v</i>	<i>v</i>	<i>v</i>	<i>v</i>		<i>v</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>v</i>
BRIDGE SIDE PLATING ...	<i>v</i>	<i>v</i>	<i>v</i>	<i>v</i>		<i>v</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>v</i>
FORE'TLE SIDE PLATING	<i>-</i>	<i>v</i>	<i>.44</i>	<i>v</i>		<i>Single</i>	<i>3/4</i>	<i>3</i>	<i>one</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>

**WATERTIGHT BULKHEADS.**

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
		Plating Thickness.		STIFFENERS.			
				VERTICAL.		HORIZONTAL.	
				Scantlings. Spacing.		Scantlings. Spacing.	
MIDSHIP BULKH'D,	Upper tween decks	✓	37	6x3x28	30"	-	-
"	Second "	✓	✓	✓	-	-	-
"	Third "	✓	✓	✓	-	-	-
"	Holds (142)	✓	41 to 38	12x12x32 x 50W 60P	30"	3 Semi Bone Beam	36P FA 6x3x32
COLLISION	(in Hold)	✓	26 to 38	6x3x36 BA 6x3x32	24"	3 Semi Bone Beam	36P FA 6x3x32
AFTER PEAK		✓	49 to 37	25W 575P	24"	36P FA 9x32x4	

**FORGINGS and CASTINGS.**

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	✓			
<b>STEM</b> .....	Casting & Forging	as per plan	Springfield Works.	
<b>STERN FRAME</b> {	Cast Steel Spectacles	Handmade.		
Propeller Post .....				
Rudder " .....	F5.	9" x 14 1/2"	Dunsmuir	2 1/2 x 6
<b>RUDDER—A x D</b> .....	14 3/4		Dunsmuir	2 1/2 x 6
<b>Speed of Vessel</b> .....	14 Knots.		Soft Co.	
<b>RUDDER</b> mainpiece at head	F5. 19 1/2"	(17 3/4" above coupling.)		
" " heel .....	13 1/4			
" how constructed .....	Single plate,	Shrunk on.		
" double or single plate	Single	1.31		
" coupling, vertical or horizontal .....	Horizontal			

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) D. Colville & Son Ltd & W. Beardmore & Co. Open Hearth process

Has the Steel been tested as required by the Rules? Yes



EQUIPMENT No. 51656.										LETTER ft	ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.			
60361	1st Bower	92	2	14	✓			64	10	0	0	Taylor's Dreadnought	J. Taylor & Sons	Sept. 14 <sup>th</sup> July/27 W. A. Drysdale
60360	2nd "	92	0	14	✓			64	0	0	0	Do	Do	Do Do Do
60362	3rd "	91	1	7	✓			63	12	0	0	Do	Do	Do Do Do
	Collective weight.	275	0	7										
60370	Stream	35	3	0	✓			32	18	3	0	Taylor's Dreadnought	J. Taylor & Sons	Sept. 18 <sup>th</sup> July/27 W. A. Drysdale

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.		Ins.
	Fathoms.	Ins.		Supplied.	Per Rule.	Supplied.	Per Rule.	Fathoms.	Ins.					Fathoms.	Ins.		Fathoms.	Ins.	
3993	300	2 3/8	120/10	169 1/2	1091 - 0-14	1040		300	2 3/8	Superphos	J. Taylor & Sons	Sept. 20 <sup>th</sup> June/27	TOWLINE	130	6	100	130	6	
Iron-Stream Chain - or Steel Wire																			
	120	5 1/2		88				120	5 1/2					40 120	2 3/4	15 1/2	20 100	8 1/2	Do

Steering Gear, Steam *by Brown Bros* Steering Gear, Hand *Relieving Jackle*

Boats *4 Lifeboats 28'-0" x 8'-6" x 3'-6"* Steering Chains, Size and Test *✓* Windlass *Parker Chapman 12" x 14"*

Ceiling in Holds, thickness and material *(In way Hatches only) 2 1/2" w.p.* Cargo Battens, thickness, material and spacing *2" w.p. 8" apart*

Cargo Hatchways. (Upper Deck) *Steel plates and angles.* Thickness of Hatches *3" w.p.*

Size of No. 1 Hatchway (Forward) *29'-3" x 20'-0"* No. 2 *36'-0" x 20'-0"* No. 3 *18'-0" x 20'-0"* No. 4 *18'-0" x 20'-0"* No. 5 *24'-0" x 20'-0"* No. 6 *30'-0" x 20'-0"*

Number of Shifting Beams and/or Fore and Afters *Four, Five, Two, Two, Three, & Four respectively.*

Builder's Signature *H. J. Curley* SECRETARY

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the Secretaries letters of various dates and in general conformity with the Society's Rules. The materials and workmanship are good. The double bottom and Deep tanks have been tested as required by the rules. The weather decks, bulkheads and tunnels have been tested with satisfactory results, the friction rollers and the masts cut in on the vessel sides. The vessel has been specially strengthened for navigation in ice and Section 41 of the rules complied with.*

*The approved plans as noted on back of report are forwarded herewith.*

The amount of Entry Fee ..... £ 12 : 0 : 0 Fees applied for, *31.1.1928*

Special Survey Fee.... £ 450 : 10 : 6. Received by me, *3.2.28*

Freeboard *12 1/2*

Travelling Expenses, if any £ 13 : 15 : 0

I am of opinion the Vessel should be Classed *+100 A1*

Strengthened for Navigation in Ice

Upper Tween Deck has no collision this dispensed with.

Collision this to Upper Deck 7 BH to 2nd Deck.

State whether the Vessel has been built under Special Survey *Yes*

Signature *Norman Dobson*

Surveyor to Lloyd's Register of Shipping.

H.M. Certificate to be sent to *Glasgow* Date of issue *2/2/28*

Committee's Minute *GLASGOW 31 JAN 1928*

Character assigned *+100 A1*

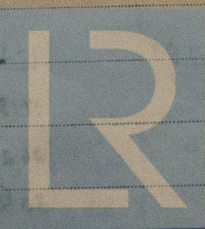
*1.28.*

*Strengthened for Navigation in ice.*

*Upper Tween Deck has no collision this dispensed with.*

*Collision BH to Upper Deck: 7 BH to 2nd Deck.*

*Lloyd's A.R.C.P. + L.M.C. 1.28. F.D.*



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Lloyd's Register Foundation

W339-0065 (212)



—Approved plan herewith.—

- Section.
- Decks.
- Profile.
- Profile amended for bulkheads.
- Stem frame & Rudder.
- Stem framing.
- Deep Tank Bulkheads.
- Pillars & Girders.
- Modified Girders Profile.
- Girders in Tunnel.
- Stringers in Eng & Boiler Space.
- Plank to Tunnel Top.
- Tween Dk Pillar bulkhead.
- W.I. Hatch on Upper Deck.
- Modification to Pillars & Girders Nos 1 & 2.
- Modified Tunnel Flat.
- Modified Girders in Deep Tank.
- Stem Plan.
- Girders fore & aft No 1 Hatch.
- Compensation in way of Gangway doors.
- Duct Keel.
- Steel Bulwarks.
- Ice Strengthening.
- Profile showing main Dk Scupper.
- Stem Scupper grating.
- Insulated Chambers.
- Details of Insulation.
- Engine casing in way of lifting beam.
- Modification to Stem framing.
- Houses on Upper Deck.
- Main Engine Seating.
- Tiller.
- Shaft tunnels.
- Frame connection at Tunnel Flat.
- Navigating Bridge and Captain's house.
- Wash bulkhead connections.
- Modified Propeller Brackets.
- Bridge & boat dk plating.
- Propeller brackets.
- Detail of Stringers in Engine Room.
- Brackets to boat frame.
- Strengthening of bottoms forward.
- Lower Dk at aft end of Engine Room.
- Modified Strong beam & Stringers.
- Engine Seating.
- Modification to Girders Nos 1 & 2.
- Bridge Dk house.
- No 2 Hatch web.
- Bilge & Ballast arrangements.
- Amended plan of Pumping arrangements.
- Casting & Forging Certificate of Stem, Propeller brackets, Stem frame, Rudder frame, & Tiller.

Please return plans for use during Construction of Sister Vessel

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

1st Bower  
2nd "  
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 42  
(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) 2 Dk (St) 3<sup>rd</sup> Dk (St) in Nos 1, 2, 3, 4  
5 Hold.

Official No. 149983 ; Signal Letters L.B.C.S. Is bottom of Vessel coated with cement ☒ No. if not ☐  
particulars of composition Pt Cem

PARTICULARS OF WATER BALLAST.—Duct Keel from Fore end of main space to Fore end No 2 Hold.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	138	462	Fore peak tank,	24	130
Double bottom, under Engines and Boilers,	87	528	After peak tank,	20	23
Double bottom, if under Engines only,	—	—	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	—	—	Deep tank, forward,	39	1180
Double bottom, forward,	194.25	928	Other tanks, if fitted, at sides of Tunnel	33	100
Total capacity of double bottom	1918		(If necessary, furnish further information by sketch.) Do.	30	17

Order for Special Survey No. 5781  
Date 19-8-26  
Days of Surveys held while building  
1927 Jan 13-14-24-25-27-28-31 Feb. 2-3-4-7-8-9-10-17-18-19-20-21-22-23-24-25-28 Mar. 2-3-7-9-10-11-14-17-18-21-22-23-24-25-28 Apr. 1-4-6-7-8-11-13-15-19-21-27 May 2-4-6-12-17-23-27 Jun. 1-6-8-10-15-23-27 July 4-7-8-26-29 Aug 9-12-16-17-18-19-22-24-31 Sep 2-6-8-12-14-20-21-23-27 Oct 5-6-12-13-19-20-21-24-25-26-27 Nov. 1-4-30 Dec 12-14-27-30 (1928) Jan 4-9-10-12-13-14-16-17-18  
Total No. of Visits 12