

JUN 28 1938

Lloyd's Register of Shipping.

336A6

SCANTLINGS OF IRON AND STEEL SHIPS AS MEASURED FROM SHIP.

IMPERIAL SIMCOE

Ship's Name "SIMCOLITE" Official No. 155282 Port of Registry Montreal, Que.

Builder's Name and No. Furness Shipbuilding Co. Ltd., Yard No. 171 When built 1930

September 14th, 1937, Toronto

Owners Imperial Oil Shipping Co. Ltd.

Dates of Survey March 15th, 1938, Port Col.

April 3rd, 1938, Sarnia.

Moulded Dimensions:— Length. 250.0' × Breadth. 43.0' × Depth. 18.0' May 30th, 1938, Collingwood.

FRAMING.				Inches	Inches	Inches
FRAME, Angle, Channel or Bulb Angle				10	3½	.40
" Spacing				26		
REVERSED FRAME Angle				—		
REVERSED ANGLES on floors and frames extend				—		
DEPTH OF FRAME GIRDER						
FLOORS, depth and thickness of Floor Plate				40½	.42	13 ft. spec.
" height extended at the Bilges				42		
" height extended at the Bilges				10	3½	.44 B.A.
FLOORS AND BRACKETS in Cell Double Bottoms				12	3½	.42 ang.
" Distance apart				28 inch spec.		
CENTRE GIRDER, in Double Bottom, depth and thickness						
" Angles, Top Bottom						
SIDE GIRDERS, number and thickness						
" Angles						
MARGIN PLATE, depth (exclusive of flange) and thickness						
" Angles						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						
" in Engine and Boiler Space						
" Remainder in Holds				none in holds.		
BEAMS, Upper Deck, Single Angle or Bulb Angle				7	3	.35
" Average space				30		
BEAMS, Second Deck, Single Angle or Bulb Angle				19	.38 pl.	
" Average space				5	5	.38 ang.
" Average space				7	3	.42 B.A.
BEAMS, Third Deck, Single Angle or Bulb Angle				—		
" Average space				—		
BEAMS, Poop or R.Q.D., Angles or Bulb Angles				5½	3	.30 B.A.
" Average space				30		
BEAMS, Bridge Deck, Angle, or Bulb Angle				—		
" Average space				—		
BEAMS, Forecastle Deck, Angle or Bulb Angle				5½	3	.30 B.A.
" Average space				30		
PILLARS, Hold, No. of rows				none		
" Size and spacing				—		
WEB-FRAMES, in Machinery Space, No. and spacing				5	8 ft. spec.	
" breadth and thickness						
" No. of Side Stringers				none		
WEB-FRAMES, in Fore Body, No. and spacing				1	9 ft. spec.	
" breadth and thickness						
" No. of Side Stringers				3		
WEB-FRAMES, in After Body, No. and spacing				none		
" breadth & thickness						
" No. of Side Stringers						
" Size of Angles or Tee Bars to Web Frames						
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal						
" Rider Plate						
" Bulb Plate to Intercoastal						
" Horizontal Plates on Floors						
" Angles, top bottom						
SIDE KEELSON, Angles						
" Bulb or Plate above floors, for length						
" Intercoastal Plate for length						
" Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
" Bulb or Plate above floors, for length						
" Intercoastal Plate for length						
" Attached to outside Plating with Angle						
BILGE STRINGER, Angles						
" Bulb Plate for length						
" Intercoastal Plate for length						
" Attached to outside Plating with Angle						
SIDE STRINGER, Angles						
" Bulb or Intercoastal Plate for length						
" Attached to outside Plating with Angle						
Stringer Plate on ends of Upper Deck, Beams, breadth and thickness. Doubling Plate				76½	.45	
" Angle on Stringer				5	5	.45
" Deck, Iron or Steel for length					.44	
" Deck Wood, Material and thickness				none		
Second Deck Stringer Plate, breadth and thickness						
" Deck, Iron or Steel for length						
" Wood Deck, Material and thickness for length						
Third Deck Stringer Plate, breadth and thickness						
" Deck, Material and thickness for length						
Bridge Stringer Plate, breadth and thickness						
" Deck, Material and thickness for length						
BAR KEEL, depth and thickness						
FLAT PLATE KEEL, breadth and thickness				45½	.65	
" Doubling thickness and length applied				none		
PLATES in Garboard Strakes & thickness					.43	
" Strake B					.43	
" Strake C					.43	
" Strake D					.50	
" Strake E					.50	
" Strake F					.45	
" Strake G						
" Strake H						
" Strake J						
" Strake K						
" Strake L						
" Strake M						
" Strake N						
" Strake O						
UPPER SHEERSTRAKE, breadth and thickness				45½	.50	
Sides of Poop or R.Q.D.					.34	
" Bridge					.33	
" Forecastle						

RIVETING

Landings All shell landings $4\frac{1}{2}$ ", double riveted laps.

" Deck stringer landing $4\frac{1}{2}$ ", double riveted lap.

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Butts of Flat Keel Plate	Quadruple riv. lap	for $\frac{3}{5}$	length	treble riv.	at ends
" Garboard Strakes ...	...	...	...	...	Treble riv.	for $\frac{3}{5}$	length	double riv.	at ends.
" Bottom Plating ...	...	...	...	...	Treble riv.	for $\frac{3}{5}$	length	double riv.	at ends.
" Bilge ..	...	...	...	...	Treble riv.	for $\frac{3}{5}$	length	double riv.	at ends.
" Side ..	...	...	...	...	Treble riv.	for $\frac{3}{5}$	length	double riv.	at ends.
" Upper Sheerstrake ...	...	...	...	...	Treble riv.	for $\frac{4}{5}$	length	double riv.	at ends.
" Upper Deck Stringer ...	...	...	...	...		for	length		at ends.
" Second Deck Stringer ...	...	...	...	...		for	length		at ends.

GENERAL REMARKS.

State the quality of Workmanship and present condition of Vessel:—

A condition survey of the vessel was made by internal and external examination afloat.

The vessel was afterwards examined by the undersigned in dry dock at Collingwood, Ontario, on May 30th, 1938. The original scantlings of the vessel were found to have been reasonably maintained. The external surface of the vessel's hull plating and the internal surfaces, other than in cargo tanks and cofferdams, was found well coated, and the whole was found in good order.

In my opinion, the material and workmanship of all parts of the hull of the vessel are in all respects satisfactory and efficient, and the hull is in good condition internally and externally.

Sketch of Midship Section.

See original approved plan.

Surveyor's Signature

John Stephen

NOTE.—Any special feature should be fully reported on and, if necessary, the Surveyor's remarks should be illustrated by sketches.



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