

# Lloyd's Register of Shipping.

336A6

## SCANTLINGS OF IRON AND STEEL SHIPS AS MEASURED FROM SHIP.

**IMPERIAL SIMCOE**

Ship's Name "~~SINGOLITE~~" 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  
March 15th, 1938, Port Col.  
April 3rd, 1938, Sarnia.

Owners Imperial Oil Shipping Co. Ltd.

Dates of Survey

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

FRAMING.	Inches	Inches	Inches		Inches	Inches	Inches
FRAME, Angle, Channel or Bulb Angle.....	10	3 1/2	.40				
" Spacing.....	26						
REVERSED FRAME Angle.....	—						
REVERSED ANGLES on floors and frames { extend.....	—						
DEPTH OF FRAME GIRDER.....							
FLOORS, depth and thickness of Floor Plate.....	40 1/2	.42	13 ft. spac.				
" height extended at the Bilges.....	42						
FLOORS AND BRACKETS in Cell Double Bottoms.....	10	3 1/2	.44 B.A.				
" Distance apart.....	12	3 1/2	.42				
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.				
BEAMS, Third Deck, Single Angle or Bulb Angle.....	7	3	.42 B.A.				
" Average space.....	13 ft between O.T. Bld.						
BEAMS, Poop or R.Q.D., Angles or Bulb Angles.....	5 1/2	3	.30 B.A.				
" Average space.....	30						
BEAMS, Bridge Deck, Angle, or Bulb Angle.....	—						
" Average space.....	—						
BEAMS, Forecastle Deck, Angle or Bulb Angle.....	5 1/2	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 spac.					
" breadth and thickness.....							
" No. of Side Stringers.....	none						
WEB-FRAMES, in Fore Body, No. and spacing.....	1	9 ft spac.					
" 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 Intercostal.....							Oil tight bulkhead.
" Rider Plate.....							
" Bulb Plate to Intercostal.....							
" Horizontal Plates on Floors.....							
" Angles, top..... bottom.....							
SIDE KEELSON, Angles.....							
" Bulb or Plate above floors, for length.....							
" Intercostal Plate for length.....							
" Attached to outside Plating with Angle.....							
BILGE KEELSON, Angles.....							
" Bulb or Plate above floors, for length.....							
" Intercostal Plate for length.....							
" Attached to outside Plating with Angle.....							
BILGE STRINGER, Angles.....							
" Bulb Plate for length.....							
" Intercostal Plate for length.....							
" Attached to outside Plating with Angle.....							
SIDE STRINGER, Angles.....							
" Bulb or Intercostal Plate for length.....							
" Attached to outside Plating with Angle.....							
Stringer Plate on ends of Upper Deck, Beams, breadth and thickness. Doubling Plate.....	76 1/2	.45					
" Angle on Stringer.....	5	5	.45				
" Deck, Iron or Steel for full 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.....	45 1/2	.65					
" Doubling thickness and length applied.....	none						
PLATES in Garboard Strakes & thickness A.....			.43				
" Strake B.....			.43				
" " C.....			.43				
" " D.....			.50				
" " E.....			.50				
" " F.....			.45				
" " G.....							
" " H.....							
" " J.....							
" " K.....							
" " L.....							
" " M.....							
" " N.....							
" " O.....							
UPPER SHEERSTRAKE, breadth and thickness.....	45 1/2	.50					
Sides of Poop or R.Q.D. ....			.34				
" " Bridge.....			.33				
" " Forecastle.....							

# IMPERIAL SIMCOE

## RIVETING

Landings	All shell landings 4½", double riveted laps.				
"	Deck stringer landing 4½", double riveted lap.				
"					
"					
"					
Butts of Flat Keel Plate ... ..	Quadruple riv. lap	for 3/5	length	treble riv.	at ends
" Garboard Strakes ... ..	Treble riv.	for 3/5	length	double riv.	at ends.
" Bottom Plating ... ..	Treble riv.	for 3/5	length	double riv.	at ends.
" Bilge .. ..	Treble riv.	for 3/5	length	double riv.	at ends.
" Side .. ..	Treble riv.	for 3/5	length	double riv.	at ends.
" Upper Sheerstrake ... ..	Treble riv.	for 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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