

STEEL STEAMER ~~OR~~ MOTORSHIP.

16 MAY 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel **YES**State if Report is sent on the Machinery of the Vessel **NO**Date of completion of report **12<sup>TH</sup> MAY 1930.**Port of **MIDDLESBROUGH.**No. **14075**Survey held at **HAYERTON HILL-ON-TEES.** Date First Survey **25<sup>TH</sup> NOV. 1929.** Last Survey **25<sup>TH</sup> APRIL 1930.**On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) **SINGLE SCREW STEAMER "RIDEAULITE"**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING (SPECIAL DESIGN) ISHERWOOD COMBINATION SYSTEM.**

State Type of Erections

TONNAGE under Tonnage Deck... **626.81**CLASS **7100A. CARRYING PETROLEUM IN BULK** State if with freeboard as condition of Class **NO** **FOR SERVICE ON THE GREAT LAKES.**Built at **HAYERTON HILL-ON-TEES.**

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 175**Launched **9<sup>TH</sup> APRIL 1930** Yard No. **174.**

Total

Breadth (greatest moulded) **B 35**Builders **FURNESS SHIPBUILDING CO. LTD.**Gross Tonnage **715.51**Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 13**Owners **IMPERIAL OIL LTD.**Register Tonnage **343.31**1st Longitudinal Number (L x D) **= 2275**Managers  
(Where necessary to be entered in Reg. Book.)REGISTERED DIMENSIONS.  
FEET.Length **175.0**

Framing Depth "d," at middle of length. See Sec. 3 (1d)

**13.46**Residence **SARNIA ONTARIO**Breadth **35.2**

Proportions—Depth to Length—Uppermost continuous deck to top of keel

**10'-10"**Port of Registry **MONTREAL P.Q.**Depth **12.95**

Draught Moulded

If surveyed while building, afloat, or in dry dock

**WHILE BUILDING & 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.
<b>FRAMES, Spacing amidships</b>	<b>24"</b>		<b>Bracket Floors, Frame</b>	<b>✓</b>	
" " from $\frac{3}{4}$ length to Collision bulkhead	<b>24"</b>		" " Reversed Frame	<b>✓</b>	
" " in peaks	<b>24" AT PEAK 18" FORE PEAK.</b>		" " Vertical Struts	<b>✓</b>	
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<b>30" x 31 E.S. 44 BS.</b>	
<b>Frame Amidships, Angle</b> <b>8.A.</b>	<b>9 x 3 x .38 AT TRANSVERSES 6 1/2 x 3 x .32 REMAINDER.</b>		" " top Angles	<b>3 x 3 x .33 E.S. 44 BS.</b>	
" " Extends up to	<b>UPPER DK.</b>		" " bottom Angles	<b>3 1/2 x 3 1/2 x .42 TO .37</b>	
<b>Reversed Frame Amidships, Angle</b>	<b>8.A. FR.S.</b>		<b>Side Girders, No. each side and thickness</b>	<b>2 .28</b>	
" " Extends up to	<b>✓</b>		<b>Margin Plate depth (excl. of flange) and thickness</b>	<b>STRAIGHT ACROSS .31.</b>	
<b>Depth of Framing Girder</b>	<b>✓</b>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or ]</b>	<b>✓</b>		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem		
" " <b>Second 'tween Decks, Angle, [ or ]</b>	<b>✓</b>		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" " <b>Third " "</b>	<b>REF. PEAK 5 1/2 x 3 x .32 B.A. FOR. PEAK 3 x 3 x .4 B.Y. 2 1/2 x 3 x .3 O.A.</b>		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
<b>Framing in Peaks, Angle</b>	<b>3/4 4 1/2 APART.</b>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<b>3/4 4 1/2 APART.</b>		<b>INNER BOTTOM PLATING.</b>		
<b>State if Frame Joggled</b>	<b>YES.</b>		<b>Breadth and thickness of Middle Line Strake</b>	<b>9/16 x 7/8 UNDER ENGINES</b>	
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<b>TWO SIDE STRINGERS &amp; PANTING BEAMS. CLOSELY SPACED INTER- MED. STRAKES OF BOTTOM PLATING NEXT KEEL MAINTAIN MIDSHIP THICKNESS TO RULE POSITION OF COLL. B.Y. 8" x 5" BOTTOM FR.S.</b>		<b>Thickness of remainder in HULL ENG. SPACE</b>	<b>.33</b>	
<b>STRENGTHENING OF BOTTOM FORWARD. State Particulars</b>			<b>Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. &amp; B. space and framing in Bunkers and Boiler Room?</b>	<b>YES.</b>	
<b>SINGLE BOTTOM.</b>			<b>BEAMS.</b>		
<b>Floors, Depth and thickness at mid-line in Holds</b>	<b>30" x 28 E.S. 44 BS. .33 TO .28 FOR. .28 AT PK.</b>		<b>Uppermost Continuous Deck, amidships in Wells, Angle, [ or ]</b>	<b>LONGITUDINAL BEAMS.</b>	
<b>Height of Brackets at side above base line at toe of frame</b>			" " in way of Bridge, Angle, [ or ]	<b>✓</b>	
<b>Middle Line Keelson, on Floors, Angles, [ or ]</b>			<b>Spacing</b>	<b>✓</b>	
" " Through Plate	<b>.44 IN BOILER SPACE</b>		<b>Second Deck, amidships, Angle, [ or ]</b>	<b>✓</b>	
" " Intercoastal Plate	<b>TOP BARS DOUBLE 3 x 3 x .44</b>		<b>Spacing</b>	<b>✓</b>	
" " Foundation Plate on Floors	<b>BOTTOM " 3 x 3 x .37</b>		<b>Third Deck, amidships, Angle, [ or ]</b>	<b>✓</b>	
" " Flat Plate Keel Angles	<b>YERT " 5 x 5 x .4</b>		<b>Spacing</b>	<b>✓</b>	
<b>Side Keelsons, No. each side</b>	<b>RIDER PLATE 24" x .44</b>		<b>Fourth Deck, amidships, Angle, [ or ]</b>	<b>✓</b>	
" " thickness of Intercoastal Plate			<b>Spacing</b>	<b>✓</b>	
" " Angles			<b>Poop Deck, Angle, [ or ]</b>	<b>✓</b>	
<b>DOUBLE BOTTOM.</b>			<b>Spacing</b>		
<b>Solid Floors, thickness and spacing</b>	<b>ENG. SPACE 30" x 28</b>		<b>Bridge Deck, Angle, [ or ]</b>		
" " Are Frame and Reversed Frame joggled?	<b>YES</b>		<b>Spacing</b>		
<b>Bracket Floors, breadth and thickness at middle line</b>	<b>✓</b>		<b>Forecastle Deck, Angle, [ or ]</b>		
" " breadth and thickness at margin plate	<b>✓</b>		<b>Spacing</b>		



## 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>	<b>PILLARS IN ENG. SPACE.</b>		Stringer Plate, breadth and thickness in way of Bridge .....	✓	
„ in 'tween Decks, Size and Spacing.....	2 ON FRAME 10 2 ON FRAME 17 EACH PILLAR COMPOSED OF 4 ANGLES 32x32x44		Thickness of Plating abreast Deck openings in way of Wells .....		
„ „ „ „ „			Thickness of Plating abreast Deck openings in way of Bridge .....		
„ in Holds „ „	FINE WEB FRG. IN MACHINERY SPACE PT. 12x32. FACE ANGLE 3x3x32 SINGLE.		Thickness of Plating within line of openings...		
„ „ „ „ „			If Sheathed, material and thickness .....		
<b>Centre Line Bulkhead.</b>			<b>Third Deck.</b>		
Stiffeners and Spacing.....	HORIZONTAL 6x3x32 B.A. 27 1/2" APART		Stringer Plate, breadth and thickness.....	✓	
Plating, thickness of .....	38 TO 32		If Plated, state thickness.....		
<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	65x32 TO 30		If Plated, state thickness .....		
„ „ „ „ in way of Bridge	✓		<b>Poop Deck.</b>		
„ Angle in Wells .....	5x5x34 TO 3x3x3		Stringer Plate, breadth and thickness .....	✓	
Thickness of Plating abreast Deck openings in way of Wells .....	32		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...	32 TO 30		Stringer Plate, breadth and thickness.....	✓	
If Sheathed, material and thickness .....	NO SHEATHING		Plating, Sheathing, material and thickness ...		
<b>Second Deck.</b>			<b>Forecastle Deck.</b>		
Stringer Plate, breadth and thickness in Wells...	✓		Stringer Plate, breadth and thickness.....	✓	
			Plating, Sheathing, material and thickness ...		

## SHELL PLATING.

[illegible]

## WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c).....SEVEN

„ Deck next below.....✓

As per Rule.....FOUR

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar .....	KEEL	PLATE		
STEM .....	ROLLED STEEL	6" x 1 3/8"		
STERN FRAME {	FORGING	6" x 3 3/4"	T.S. FORSTER	
Propeller Post .....				
Rudder .....				
RUDDER—A x D.....	90.6			
Speed of Vessel.....	UNDER 10 KNOTS			
RUDDER	STOCK	FORGING	6 1/2" TO 5 1/8"	T.S. FORSTER
mainpieces at head .....				
FRAME	CASTING	2 3/4" x 1 1/4"	M. SHAW & CO. L <sup>d</sup>	
keel .....				
how constructed .....	SEMI BALANCED TYPE			
double <del>or single</del> plate	30			
coupling, vertical or				
horizontal.....	HORIZONTAL			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture). *OPEN HEARTH BASIC,*  
*CARGO FLEET. SOUTH DURHAM. CONSETT. DORMAN LONG*

Has the Steel been tested as required by the Rules? *YES*



EQUIPMENT No.										LETTER		ANCHORS.			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons	cwts.	qrs.	lbs.	Cwts.			
32901	1st Bower	17	0	14	STOCKLESS			18	6	3	14	SEA LONDON	BYERS IMPROVED N.B. BYERS	SLD. 28-2-30	J.H. BUTLER
32902	2nd "	17	0	0	D:			18	5	0	0	LETTER DATED 27-11-29	D:	D:	SLD. 28-2-30 D:
	3rd "														
	Collective weight.	34	0	14											
91576	Stream	4	3	0	1	0	23	7	2	2	0		ORDINARY F.W.I.	-	NETHERTON 29-1-30 H. GREEN.

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.		Tons.	Fathoms.	Ins.
94324	15	1 1/4	25 1/2	42 1/2	12-0-11	Owts.	grs.	lbw.	Owts.	Fathoms.	Ins.	STUD	NETHERTON 24-1-30 H.G.F.S.N.	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
95205	15	1 1/4	"	"	12-0-6	SEA LONDON						"	" 11-3-30 H.G.F.S.N.	50	3 1/8	COMPRESSOR LINE		
94460	45 3/4	"	"	"	36-1-14	LATIMER						"	" 27-2-30 H.G.F.S.N.					
94459	15 3/4	"	"	"	12-1-9	DATED						"	" 27-2-30 H.G.F.S.N.	30	50	2 3/8	MOORING LINES	
94434	44 1/2	"	"	"	35-2-1							"	" 27-2-30 H.G.F.S.N. & WARPS }					
94326	30	"	"	"	23-3-24	27-11-29						"	" 24-1-30 H.G.F.S.N.	10	80	2 3/8	MOORING LINES	
94325	15	"	"	"	11-3-24							"	" 24-1-30 H.G.F.S.N.					
Iron Stream Chain or Steel Wire	18 0	Cir.				NEW 1-15							"					

Steering Gear, Steam MAKERS U. HASTIE & CO. L<sup>d</sup> Steering Gear, Hand BLOCKS & TACKLE LED TO STEAM CAPSTAN

Boats 2 STL. LIFEBOATS 18'0" Steering Chains, Size and Test ✓ Windlass STEAM CLARK CHAPMAN & CO. L<sup>d</sup>

6'3" x 2-4 3/4 Ceiling in Holds, thickness and material NONE Cargo Battens, thickness, material and spacing NONE

O.T. Cargo Hatchways.—(Upper Deck) 6'0" x 4'0" STL. COAMINGS 30" x 4" Thickness of Hatches O.T. CARGO HATCHES STEEL COVERS 5

Size of No. 1 Hatchway (Forward) ✓ No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters ✓

FOR FURNES SHIPBUILDING CO. LIMITED

Builder's Signature J. McGovern DIRECTOR

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel ✓ (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ✓ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

*This vessel has been built in accordance with the approved plan the Secretary's letter from 4<sup>th</sup> Nov. 1929 to 26<sup>th</sup> March 1930, and in general conforming with the Rules and Regulations for the class contemplated. The workmanship and materials throughout are good. All the oil tanks, oil fuel bunker, double bottom tank in engine room, & aft peak tank, have been tested under pressure, all with satisfactory results. Copies of the profile and deck plan, and midship section as built also pricing and costing reports are forwarded herewith. The assigned plating has been marked on the plans and verified. The following work remains to be done to complete survey and the Newcastle Surveyors testified accordingly viz. Steering gear, Auxiliary*

The amount of Entry Fee ..... £ 4 : 0 : 0 Fees applied for, 15-5-1930 ASM

Special Survey Fee.... £ 107 : 8 : 0 Received by me, 3 6 8 19 30 21 7/30

FREEBOARD. 3 6 8 Travelling Expenses, if any £ : :

State whether the Vessel has been built under Special Survey YES Signature Jan. Brickett Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to MIDDLESBROUGH Date of issue 5/1/30

Committee's Minute TUE. 20 MAY 1930

Character assigned +100A1 Carryg. Petroleum in Bulk For Service on the Great Lakes + L.M.C. 5,30

Fitted for oil fuel 5,30 F.P. above 150°F.

Lloyd's A&C.P. write N.W.C. RM

The Surveyors are requested not to write on or below the Committee's Minute.

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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.)

Steering gear, winches and windlasses to examine under working condition, portions of exposed deck clear of oil tanks to hose test, cinch pockets to hose test.

Copies of the approved plans are forwarded herewith viz.  
Profile and deck plan  
Midships Section and oiltight transverse bulkhead.  
After deck house.  
Stern frame & Rudder.  
Stern Cant and after peak framing  
Fore end framing  
After end section.

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

1st Bower	9 CHRS.	2 ORS.	1 LB.	K.H.	28-1-30	Nº 7499
2nd "	9 "	2 ORS.	23 LBS.	K.H.	28-1-30	Nº 7500
3rd "						

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) 1 DK. (STL)  
LONGITUDINAL FRAMING AT BOTTOM & AT DK. MIDDLE LINE BULK? NON OILTIGHT.

Official No. ; Signal Letters  
Is bottom of Vessel coated with cement PART ONLY if not give particulars of composition CEMENT IN FOR? & AFTER PEAKS. BITUMINOUS ENAMEL IN DOUBLE BOTTOM UNDER ENGINES. & ON BOTTOM UNDER BOILERS.

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,	10	3
Double bottom, if under Engines only,	18	24	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 461

Date 15 Nov/29

Dates of Surveys held while building

1929 Nov. 28. Dec. 16. 1930 Jan. 3. 8. 17. 22. 28 Feb. 3. 26 Mar. 4. 11. 19. 24. 26. 27  
28. 31 Apr. 1. 2. 7. 8. 9. 12. 25.

Total No. of Visits 24

For S.S.O.F. please see F.E. Rpt. Ottawa Lake, Mob 14064



Rp 1\*

*Mdb rpt.* SINGLE SCREW STEAMER "RIDEAULITE" FURNESS S.B.C.'S No 174  
 No 14075

PARTICULARS OF LONGITUDINAL FRAMING. *AT BOTTOM + DECK. ONLY*  
 TRANSVERSE FRAMING *AT SIDEL.*

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		RIVETS IN BRACKETS			
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Speng.	Ins.	Speng.	Number.	Diameter.
Framing of L, L or C	.....																		
Frames in Bridge 'tween Decks ...																			
Frames from Uppermost Continuous Deck	No. 1																		
	" 2																		
	" 3																		
	" 4																		
	" 5																		
	" 6																		
	" 7																		
	" 8																		
	" 9																		
	" 10																		
	" 11																		
	" 12																		
	" 13																		
	" 14																		
	" 15																		
	" 16																		
Spacing of Longitudinal Frames	Amidships																		
	At Ends																		
Double Bottoms	Tank Top Longitudinals																		
	Bottom																		
Spacing of Longitudinals	Amidships																		
	At Ends																		
Transverses.																			
In Bridge 'tween Decks	Depth and Thickness																		
	Face Angles																		
	Lugs to Shell*																		
In Upper 'tween Decks.	Depth and Thickness																		
	Face Angles																		
	Lugs to Shell*																		
BOTTOM TRANSVERSES	Depth and Thickness																		
	Face Angle																		
In Hold	Lugs to Shell*																		
	" " Back Bars																		
	Brackets																		
Spacing of Transverse Frames																			
	* State if joggled or liners.																		
Longitudinal Beams of	Bridge Deck																		
	Upper																		
	Second																		
	Third																		

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.



20  
60  
40



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Foundation

FREEBOARD. 3 6 0 | 3 6. 19 30  
Travelling Expenses, if any £ : :  
25/30

ON THE GREAT LAKES