Rpt. 1.

STEEL / STEAMER or MOTORSHIP.

Received at London Office 26 APR 1926

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 20. April, 1926. Port of Hamburg. No. 16900

Survey held at Kiel Date First Survey 20. May, 1924. Last Survey 14. April. 1926.

On the (*State if Machinery fitted Aft and if Single, Twin or Triple Screw*) Steel Twin Sc. Motor vessel "Canadolite" Machinery aft - Cruiser - stern.

State Type (*Full Scantling, Complete Superstructure with or without Tonnage Openings*) Shelter-deck.-Long. Framing.- Petrol in Bulk. State Type of Erections Disc. Bridge-Fstl.

TONNAGE under Tonnage Deck	10781·98
Do. of space or spaces between Tonnage Dk. and Upper Dk.	
Total	
Gross Tonnage	11309·15
Register Tonnage	6668·30

REGISTERED DIMENSIONS.

	FEET.
Length	510·9
Breadth	68·25
Depth	37·95

CLASS ✠ 100 A1. *State if with freeboard as condition of Class* yes.

		FEET.
Length *from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)*	L	510'-0"
Breadth *(greatest moulded)*	B	68'-0"
Depth, *at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)*	D	38'-0"
1st Longitudinal Number (L/20 × D). Transv.	=	98
2nd Numeral L × (B + D)	=	49980
Framing Depth "d," *at middle of length. See Sec. 3 (1d)*		30
Proportions—*Depth to Length—Uppermost continuous deck to top of keel*		13·42
Do. Long Bridge to top of keel		ƒ.
Draught Moulded		27'-11"

Built at Kiel

Launched 17. Febry. 1926. Yard No. 481.

Builders Fried. Krupp - Germaniawerft A.G.

Owners Imperial - Oil Ld.

Managers Do.

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

Residence Toronto.

Port of Registry Toronto.

If surveyed while building, afloat, or in dry dock

On Stocks - afloat and in Dry-dock. -

FRAMES, DOUBLE BOTTOM AND BEAMS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	See	Long.	Fram	ƒ.
" " from ¼ length to Collision bulkhead		Do		ƒ.
" " in peaks		610		ƒ.
Motor Space.		762		
SIDE FRAMING.				
Frame Amidships, Angle, ⌐ or ⌐	See	Long.	Fram	ƒ.
" " Extends up to		ƒ.		ƒ.
Reversed Frame Amidships, Angle		ƒ.		ƒ.
" " Extends up to		ƒ.		ƒ.
Depth of Framing Girder		ƒ.		ƒ.
Frames in Uppermost Continuous 'tween Decks. Angle, ⌐ or ⌐		ƒ.		ƒ.
" " **Second 'tween Decks,** Angle, ⌐ or ⌐		ƒ.		ƒ.
" " **Third** " " aft	230	90	12	ƒ.
	90	90	10	
Framing in Peaks, Angle or ⌐ Forward	230	90	11·5	ƒ.
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	22	×	120	ƒ.
Ends				
State if Frame Joggled		No		ƒ.
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	4 Plate Stringers 4 Tiers of Beams. Web-Frames. Space of Longit.			ƒ.
STRENGTHENING OF BOTTOM FORWARD. State Particulars	760 to 533. Double Angle-Shell Bottom increased			ƒ.
SINGLE BOTTOM.				
Floors, Depth and thickness at mid-line in Holds	1525	×	13	ƒ.
Transversed. Height of Brackets at side above base line at toe of frame		3140		ƒ.
Middle Line Keelson, on Floors, Angles, ⌐ or ⌐	Centre Line Bhd.			ƒ.
" " " Through Plate or Intercostal Plate		Do		ƒ.
" " " Foundation Plate on Floors		Do		ƒ.
" " " Flat Plate Keel Angles	150	150	16·5/14	ƒ.
Side Keelsons, No. each side		one		ƒ.
" " thickness of Intercostal Plate	1525	×	11	ƒ.
Bottom	100	100	11	
" " Angles Top Pcs.	90	90	11	ƒ.
Top plate	190	×	11	
DOUBLE BOTTOM. Aft.				
Solid Floors, thickness and spacing Every	762	×	13/10·5	ƒ.
" " Are Frame and Reversed Frame joggled ?		No		ƒ.
Bracket Floors, breadth and thickness at middle line		ƒ.		ƒ.
" " breadth and thickness at margin plate		ƒ.		ƒ.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
Bracket Floors, Frame		ƒ.		ƒ.
" " Reversed Frame		ƒ.		ƒ.
" " Vertical Struts		ƒ.		ƒ.
Centre Girder, depth and thickness amidships	1620	×	14	ƒ.
" " top Angles Two	90	90	14	ƒ.
" " bottom Angles Two	150	150	14	ƒ.
Side Girders, No. each side and thickness 5	12	20	10.5	ƒ.
Margin Plate depth (excl. of flange) and thickness		14.5		ƒ.
" " Vertical Angle to Tank side Bracket abaft ¼ len. from stem		ƒ.		ƒ.
" " Vertical Angle to Tank side Bracket forward ¼ len. from stem		ƒ.		ƒ.
" " Gussets, spacing and scantling abaft ¼ len. from stem		ƒ.		ƒ.
" " Gussets, spacing and scantling forward ¼ len. from stem		ƒ.		ƒ.
Tank Side Brackets, height above base line at toe of Frame and thickness		ƒ.		ƒ.
INNER BOTTOM PLATING.				
Breadth and thickness of Middle Line Strake	1490	×	14.5	ƒ.
Thickness of remainder in Holds		14.5		ƒ.
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.		ƒ.
BEAMS.				
Uppermost Continuous Deck, amidships in Wells, Angle, ⌐ or ⌐	See	Long.	Fram	ƒ.
" " in way of Bridge, Angle, ⌐ or ⌐		Do		ƒ.
Spacing		Do		ƒ.
Second Deck, amidships, Angle, ⌐ or ⌐		Do		ƒ.
Spacing		Do		ƒ.
Third Deck, amidships, Angle, ⌐ or ⌐ Aft	220	80	9/12·5	ƒ.
Spacing	762	to	610	ƒ.
Fourth Deck, amidships, Angle, ⌐ or ⌐		ƒ.		ƒ.
Spacing		ƒ.		ƒ.
Poop Deck, Angle, ⌐ or ⌐ House	100	75	10	ƒ.
Spacing		762		ƒ.
Bridge Deck, Angle, ⌐ or ⌐	See	Long.	Fram	ƒ.
Spacing		Do		ƒ.
Forecastle Deck, Angle, ⌐ or ⌐	220	80	9/12·5	ƒ.
Spacing	705	to	610	ƒ.

PILLARS AND DECKS.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows. *Centre Line B'hd.*	*F&A*	*Two*	*Rows*	./.
Bridge 3 Rows.	*O*	*180*	*10*	
" in 'tween Decks, Size and Spacing *F'cl.*	*●*	*90*		./.
All widely spaced and Girders.	*O*	*241*	*8.5*	
	"	*150*	*9*	
" " " " "	"	*250*	*11*	./.
	"	*165*	*10*	
	"	*116*	*11*	./.
" in Holds " "	*●*	*241*	*8.5*	
	"	*280*	*12*	
	"	*330*	*13.5*	./.
" " " " "	*●*	*250*	*11*	
Centre Line Bulkhead. *Horizontal from*	*C 300*	*100*	*10/16*	
to	*C 200*	*75*	*8.5/11.5*	./.
Stiffeners and Spacing	*⊥15*	*680*	*750*	
B'hds & Transv. space	*ca*	*3660*		
Plating, thickness of *10.28-10.75-11.28-*	*11.78*	*–*	*13.75*	./.
Top side B'hds		*11.25*		
STRINGERS AND DECKS. **Uppermost Continuous Deck.** *Shelter.* Stringer Plate, breadth and thickness in Wells	*2057*	*×*	*28*	./.
" " " " in way of Bridge	*2057*	*×*	*30.5*	./.
" Angle in Wells	*160*	*160*	*20*	./.
Thickness of Plating abreast Deck openings in way of Wells		*18.5*		./.
Thickness of Plating abreast Deck openings in way of Bridge		*18.5*		./.
Thickness of Plating within line of openings		*13*		./.
If Sheathed, material and thickness *Aft*	*Oregon*	*–*	*65*	./.
Second Deck. Stringer Plate, breadth and thickness in Wells	*1890*	*×*	*11.75*	./.

	Inches in Ship.			Any Departure from Approved Plans to be Noted.
Stringer Plate, breadth and thickness in way of Bridge	*1890*	*×*	*11.75*	./.
Thickness of Plating abreast Deck openings in way of Wells		*11.75*		./.
Thickness of Plating abreast Deck openings in way of Bridge		*11.75*		./.
Thickness of Plating within line of openings		*9.5*		./.
If Sheathed, material and thickness		*Not.*		./.
Third Deck. Stringer Plate, breadth and thickness *Aft.*	*1850*	*-1200*	*18/12*	./.
If Plated, state thickness	*16*	*–*	*8.25*	./.
Fourth Deck. Stringer Plate, breadth and thickness		./.		./.
If Plated, state thickness		./.		./.
Poop Deck. Stringer Plate, breadth and thickness *House.*		./.		./.
Plating, Sheathing, material and thickness	*6.5*	*Oregon*	*65*	./.
Bridge Deck. Stringer Plate, breadth and thickness	*1100*	*×*	*11*	./.
Plating, Sheathing, material and thickness	*9*	*Oregon*	*65*	./.
Forecastle Deck. Stringer Plate, breadth and thickness	*1000*	*×*	*9.5*	./.
Plating, Sheathing, material and thickness	*8-13*	*Not*	*sheath.*	./.

SHELL PLATING.

STRAKES.	SCANTLINGS. As in Vessel. Amidships. Breadth. (Inches)	Amidships. Thickness. (Inches)	Forward. Thickness. (Inches)	Aft. Thickness. (Inches)	Any Departure from Approved Plans to be Noted.	RIVETING. Edges. (State if joggled? *No.*) Single or Double.	Edges. Rivets. Diam. (Inches)	Edges. Rivets. Spacing cr. to cr. (Inches)	Butts. No. of Rows of Rivets.	Butts. Rivets. Diam. (Inches)	Butts. Rivets. Spacing cr. to cr. (Inches)	Strapped or Lapped.
Flat Plate Keel	*1295*	*30*	*21*	*23*	./.	*Double*	*31* *28*	*110* *112*	*3.*	*31* *28*	*110* *98*	*Double Strap.*
" Dblg. (if any)	./.	./.	./.	./.	./.	./.	./.	./.	./.	./.	./.	./.
Bottom Plating, No. of Strakes *4*	*2228* *1965*	*19*	*3 = 18.25* *1 = 14*	*16.5-19.8*	./.	*Double*	*25*	*87* *100*	*5 Ends 3+4*	*25*	*125* *87*	*Lapped*
Bilge Plating, No. of Strakes *2*	*2350*	*19-17.28*	*16-12.5*	*17-13*	./.	*Do*	*25*	*87* *100*	*5 Ends 3+4*	*25*	*125* *87*	*Do*
Side Plating, No. of Strakes *4*	*2150*	*17.28*	*12.5*	*12*	./.	*Treble*	*25* *22*	*87* *87*	*4 Ends 3.*	*25* *22*	*100* *77*	*Do*
~~Upper~~ *Shelter* Deck, Sheer-strake ~~in Wells~~	*1625*	*30.5*	*12.5*	*12.25*	./.	*Double*	*31* *28*	*110* *98*	*3 Ends 3+4*	*31* *25-22*	*110* *100-77*	*Double Strap* *Lapped.*
~~Upper~~ *Shelter* Deck, Sheer-strake in Bridge	*1528*	*35.5*	./.	./.	./.	*Do*	*31*	*110*	*3*	*31*	*110*	*Double Strap*
Strake below Sheer-strake ~~in Wells~~	*2020*	*23*	*12.5*	*12.25*	./.	*Do*	*28*	*98*	*3* *3*	*28* *22*	*98* *77*	*Double Strap.* *Lapped.*
Strake below Sheer-strake in Bridge	*2020*	*23*	./.	./.	./.	*Do*	*28*	*98*	*3*	*28*	*98*	*Double Strap.*
Poop Side Plating	./.	./.	./.	./.	./.	./.	./.	./.	./.	./.	./.	./.
Bridge Side Plating	*1220* *1120*	*12.75 × 11*	./.	./.	./.	*Double*	*28* *19*	*112* *75*	*2*	*22*	*88* *77*	*Double Strap.* *Lapped.*
Forec'tle Side Plating	*1400*	./.	*11*	./.	./.	*Do*	*25* *19*	*100* *75*	*2*	*19*	*75*	*Lapped.*

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) *20*

" Deck next below *1*

As per Rule *yes.*

		Plating Thickness.	Stiffeners. Vertical. Scantlings.	Vertical. Spacing.	Horizontal. Scantlings.	Horizontal. Spacing.
MIDSHIP BULKH'D	*Summer Tanks*	*9.75*	*⊏ 200 · 90 · 11*	*750-850*	./.	./.
	Upper tween decks		*webs*		./.	./.
" "	~~Second~~ "	*9.5-13.75*	*150 · 150 · 12* *⊥ 915 · 610 ·* *150 · 90 · 13*	*3040* *2280*	*⊏ 200 · 80* *⊏ 280 · 95*	*760*
" "	Third *Holds & Cofferdams*	*8-12.5*	*⊏ 320 · 85 · 12.5* *⊥ 90 · 90 · 11* *⊥ 760 · 11*	*2280*	*⊏ 240 · 80* *⊏ 260 · 90*	*760*
" "	Holds	*9.5-13.75*	*⊏ 170 · 85 · 9* *⊏ 150 · 70 · 9*	*760*	*⊏ 200 · 80* *⊏ 280 · 80*	*760*
COLLISION "	(in Hold)	*7-13*	*⊏ 130 · 90 · 10* *Chainlocker*	*2280*	*⊏ 150 · 70* *⊏ 180 · 85*	*700* *420*
AFTER PEAK "	"	*7.5-12*	*⊏ 170 · 75 · 9* *⊏ 220 · 80 · 13*	*600*	*Tunnel*	*-deck.*

See Cable under Section Vessel

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	./.	./.	./.	./.
STEM	*Lower* *Upper*	*Casting* *Forging*	*305 × 76*	./.
STERN FRAME Propeller Post	./.	./.	./.	./.
STERN FRAME Rudder "	*Casting*	*Chan. Sect.*	./.	./.
RUDDER—A×D	*984*	./.	*Krupp*	./.
Speed of Vessel *11 Kn.*	./.	./.	*at*	./.
RUDDER mainpiece at head	*Forging*	*Dia. 375*	*Essen*	./.
" " heel	*Casting*	*Chan. Sect.*	./.	./.
" how constructed	*Build*	*Displacem. Balanced.*	./.	./.
" double or single plate	./.	*Double*	./.	./.
" coupling, vertical or horizontal	./.	*Vertical*	./.	./.

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *S.M. Open Hearth Process. Witkowitzer Eisenhütte, Mähren. – A. Thyssen, Hamborn. – Gutehoffnunghütte, Oberhausen. – Thyssen & Co, Mühlheim. – Krupp, Essen. – Mannstaedtwerke, Troisdorf b/Cöln. –*

Has the Steel been tested as required by the Rules? *yes, by the Society's Surveyors. –*

EQUIPMENT No. *54139* LETTER *f+* **ANCHORS.** 26 APR 1926

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 53. Cwts.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
101	1st Bower	*88*	*2*	*11*	./.	./.	./.	*62*	*15*	*0*	*0*	*90*	*Hall-Stockless.*	*Krupp-Annen.*	*Ham. Lon. 19.10.25. M. Koch.*
102	2nd "	*88*	*1*	*21*	./.	./.	./.	*62*	*15*	*0*	*0*		*Do*	*Do*	*Do 19.10.25. M. Koch*
103	3rd "	*88*	*1*	*19*	./.	./.	./.	*62*	*15*	*0*	*0*		*Do*	*Do*	*Do 19.10.25. M. Koch.*
	Collective weight.	*265*	*1*	*23.*	./.	./.	./.					*257 ½*			
104	Stream	[illegible]	*1*	*22*	./.	./.	./.	*33*	*8*	*3*	*0*	*26½*	*Hall-Stockless.*	*Do*	*Ham/Lon. 19.10.25. M. Koch.*

CHAIN CABLES.

Number of Certificate.	Length supplied. Fathoms. *Mtrs.*	Diam. Ins. *Mm.*	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts.	Length per Table 53. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
30	*550*	*67*	[illegible]	*172*	*55998 kg.*	*1040*	*300*	*2 11/16*	*Stud-Link*	*Borsig A.G.*	*Vienna/Lon. 22.12.25 H. Kolbow.*
Iron Stream Chain or Steel Wire	*120*	Cir. *5*	*63.5*	./.	./.	./.	*120*	Cir. *5½*	*St. Wire*	*Westf. Drahtindustr.*	./.

HAWSERS AND WARPS.

Material.	Length supplied. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire. Tons.	Length per Table 53. Fathoms.	Cir. Ins.
TOWLINE	*181*	*6¾*	*89.8*	*180*	*6*
HAWSERS & WARPS	*180*	*3½*	*89.6*	*200*	*2¾*
"	*400*	*8*	*Manilla*	*200*	*8*
"	./.	./.	./.	./.	./.
	./.	./.	./.	./.	./.

Steering Gear, Steam *Electric-Hydraulic with Telemotor.* Steering Gear, Hand *yes, efficient. –*

Boats *Two 26'0" × 7'9" × 3'4"* *Two 24'0" × 7'6" × 3'0" steel.* *One 16'6" × 4'6" × 2'3"* Steering Chains, Size and Test *No Chains.* Windlass *Electric, good. –*

Ceiling in Holds, thickness and material *No Ceiling.* Cargo Battens, thickness, material and spacing *No Cargo-battens. –*

Cargo Hatchways.—(Upper Deck) *Steel plates and Angles. –* Thickness of Hatches *Steel Covers hinged. –*

Size of No. 1 Hatchway (Forward) *9'0" × 10'0"* No. 2 *6'0" × 4'0" To* No. 3 *8 = 6'0" × 4'0"* No. 4 ./. No. 5 ./. No. 6 ./.

Number of Shifting Beams and/or Fore and Afters *None* ./. ./. ./.

FRIED. KRUPP GERMANIAWERFT AKTIENGESELLSCHAFT

Builder's Signature *Kinzy Ap. Oesten*

GENERAL DECLARATION *This vessel has been built in accordance with the approved and amended plans, the requirements embodied in the Secretary's letters and in all other respects in conformity with the Rules and Society's Requirements for Carrying Oil in Bulk with Longitudinal framing.*

The workmanship is throughout of the best description for this Type of vessels, all parts conforming well with each other, without use of any packing, and efficiently riveted together. – The peak tanks, deep-tanks and double bottom tanks have been filled and tested as required by the Rules, and Cofferdams, Oil-tanks, Summer and Fuel-oil tanks have been filled and tested with a pressure of 8'0" above the highest point of Expansion-Trunks and were found perfectly tight. – Air- & Sounding pipes of all tanks comply with the Rules. –

The panting-arrangements and strengthening of bottom forward have been carried out as approved and to our Satisfaction. – *P.T.O.*

The amount of Entry Fee ...... £ *12 : 0 : 0*

Special Survey Fee .... £ *699 : 11 : 0*

Travelling Expenses, if any £ *63 : 9 : 0*

Freeboard £ 15 : 0 : 0

Fees applied for, *21. April* 1926

Received by me, *London.* *14.5.* 19*26*

I am of opinion the Vessel should be Classed ✠ *100A1.* *Shelter-deck w. Freeb. - Long. Framing. - Petrol in Bulk.*

State whether the Vessel has been built under Special Survey *yes. –*

Signature *A. Chisholm for ... Brien*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Ham. Office.* Date of issue *30/4/26.*

Committee's Minute FRI. 30 APR 1926

Character assigned *100A1 Shelter Dk. with Freeboard Carrying Petroleum in bulk*

Lloyd's A&C.P. *+LMC 4.26 C.L.* *Oil Engines*

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

007930-007937-0132

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.*)

All steel-material used in the Construction of this vessel have been made at Works approved and tested by the Society's Surveyors in accordance with the Rules.- The Freeboard approved by the Committee have been marked on the vessels sides, verified and cut in.- The draft corresponding to the assigned Summer Freeboard is 28'-0½" as given in the Builders dead weight and displacement Scale.- The Anchors and Cables have been compared with Certificates and were found in order.- General Equipment satisfactory.-
"Canadolite" is assister vessel of the "Montrolite" Krupps No 480. Ham. Report. No 16726.-

Plans attached:

1. Section.
2. Profile.
3. Expansion.
4. Stern frame.
5. Rudder.
6. Eng. Seating.
7. Double-bottom.
8. Cofferd. B'hds.
9. Cofferd. B'hds.
10. Web-frames.
11. Web-frames.
12. Oil-Bulkheads.
13. Long. Girders. Web-frames.
14. Bulkheads.
15. Propeller-Shaft supports.
16. Propeller-Brackets.
17. Engine Casing.
18. Engine Casing.

Attached:

Table with Longitudinal Framing.
Inter. Certificate.-
Freeboard Verification.
10. Test Certificates.

J. Christian Pfeiffers.

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

1st Bower Head: W = 51·1·2 - Drop 12'-0" - LR. 100 J.L. 14·9·25 - J. Laagen, Düsseldorf.-
2nd „ Do. W = 51·0·14 - Drop 12'-0". - LR 105 J.L. 14·9·25. - J. Laagen, Düsseldorf.-
3rd „ Do. W = 51·0·10 - Drop. 12'-0" - LR. 104 J.L. 14·9·25. - J. Laagen, Düsseldorf.-

PARTICULARS FOR RECORD in the **REGISTER BOOK.**—Length of Poop —/— ft., R.Q.D. —/— ft., Bridge 33·67 ft., Forecastle 41·69 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*) One steel deck and Shelter deck.-

Official No. —/— ; Signal Letters —/— Is bottom of Vessel coated with cement No if not give particulars of composition Cargo tanks - Oil tanks: Coffers not coated.- Coffers aft, Double bottom: Peak tanks Cem.+Asphalt.-

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, under Motor	45·0	175·4
Double bottom, under Engines and Boilers, —/—		
Double bottom, if under Engines only, —/—		
Double bottom, if under Boilers only, —/—		
Double bottom, forward, —/—		
Total capacity of double bottom		175·4

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Fore peak tank,	24·5	291·9
After peak tank,	24·0	204·8
Deep tank, aft,	17·5	132·6
Deep tank, forward,	37·0	320·6
Other tanks, if fitted, 4 Cofferdams	13·6	1016·7
(If necessary, furnish further information by sketch.)		1966·6
	Total =	2142·0

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

Order for Special Survey No. 87.

Date 28 March 1924.

Dates of Surveys held while building

1924: May 20 - June 24 - July 1·30 - Aug. 6·7·8·13·14·20·21·22.-
1925: March 4 - May 8 - June 22 - July 7·16·21 - Aug. 19·25 - Sept. 7 Visits - Oct. 7 Vis - Nov. 3 Vis - Dec 11 Vis.
1926: Jan. 17. Visits - Febry. 18 Visits. - March 12 Visits - April 8·9·14.

Total No. of Visits 93.

...of the information of Surveyors and the Committee only.

Received at ________ Office 28 APR 1926 19

Rpt. 1*.

Ham. Rpt. 16800

PARTICULARS OF LONGITUDINAL FRAMING. M.Sc. "Canadolite"

FRAMING.	Amidships. In Ship. Ins.	Ins.	Ins.	Ends. In Ship. Ins.	Ins.	Ins.	Amidships. Per Rule or as approved. Ins.	Ins.	Ins.	Ends. Per Rule or as approved. Ins.	Ins.	Ins.	Riveting. Rivets in Longitudinl. Frames. Diam. Ins.	Speng. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
Framing of L, [or [......	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-	-/-
Frames in Bridge 'tween Decks ...	[200	75	8.5/11.5	-/-	-/-	-/-		-/-			-/-		22	132	132	7	22
Frames from Uppermost Continuous Deck No. 1	[230	90	11	[190	85	10	A	-/-			-/-		25	150	150	9	22
" 2	[230	90	11	[200	85	10.5	F	-/-			-/-		22	132	132	9	22
" 3	[230	90	11	[200	85	10.5	F	-/-			-/-		22	132	132	9	22
" 4	[230	90	11	[200	85	10.5	F	-/-			-/-		22	132	132	9	22
" 5	Upper Deck.			-/-	-/-	-/-		-/-			-/-		-/-	-/-	-/-	-/-	-/-
" 6	[240	85	9.5/13	[220	80	9/12.5	F	-/-			-/-		22	132 99	132	10	22
" 7	[260	90	10/14	[240	85	9.5/13		-/-			-/-		22	132 99	132	11	22
" 8	[260	90	10/14	[240	85	9.5/13		-/-			-/-		22	132 99	12 Riv. 99	11	22
" 9	[280	95	10/15	[260 [240	90 85	10/14 9.5/13	A F	-/-			-/-		22	132 99	" 99	11	22
" 10	[280	95	10/15	[260	90	10/14		-/-			-/-		22	132 99	" 99	12	22
" 11	[300	100	10/16	[280 [260	95 90	10/15 10/14	A F	-/-			-/-		22	132 99	12 Riv. 77	12	22
" 12	355 90	× 90	10 11	[280 260	95 90	10/15 10/14	A F	-/-			-/-		22	132 99	" 77	12	22
" 13	380 90	× 90	10 11	[300 280	100 95	10/16 10/15	A F	-/-			-/-		22	132 99	" 77	18	22
" 14	380 90	× 90	10 11	[200 [280	85 95	10.5 10.15	A F Backbars	-/-			-/-		22	132 99	" 77	18	22
N21 Side Keelson. " 15 To	457	×	11	[200 [300	85 100	10.5 10/16	A F Backbars.	-/-			-/-		25	150 112	Transr. 87 B'hds. 100 - 24 Riv	20	22
" 27	90	90	11	-/-	-/-	-/-		-/-			-/-		-/-	-/-	-/-	-/-	-/-
Spacing of Longitudinal Frames: Amidships	-/-	760	-/-	-/-	-/-	-/-		-/-			-/-		-/-	-/-	-/-	-/-	-/-
Spacing of Longitudinal Frames: At Ends	-/-	-/-	-/-	760	To	533		-/-			-/-		-/-	-/-	-/-	-/-	-/-
Double Bottoms (Forward) L, [or [: Tank Top Longitudinals		-/-		[240	85	9.5/13		-/-			-/-		22	132	132		
Bottom "		-/-		See above		15-27		-/-			-/-		-/-	-/-	-/-		
Spacing of Longitudinals: ~~Amidships~~		-/-			-/-			-/-			-/-		-/-	-/-	-/-		
At Ends...		-/-		Top	700	-/-		-/-			-/-		-/-	-/-	-/-		
Transverses.													Rivets in Lugs to Shell Diam.	Speng.			
In Bridge 'tween Decks: Depth and Thickness	700	×	10	-/-	-/-	-/-		-/-			-/-		-/-	-/-	-/-		
Face Angles	[180	75	9.5	-/-	-/-	-/-		-/-			-/-		22	99	-/-		
Lugs to Shell*........	90	90	13	-/-	-/-	-/-		-/-			-/-		22	99	-/-		
In Upper 'tween Decks: Depth and Thickness	685	×	10	457 535	× ×	10 10	A F	-/-			-/-		-/-	-/-	-/-		
Face Angles	150	90	13	130 180	90 90	11 10	A F	-/-			-/-		22	99	-/-		
Lugs to Shell*........	150	150	12	90 150	90 150	10 12	A F	-/-			-/-		22	99	-/-		
In Hold: Depth and Thickness	914	×	12.5	700 900	× ×	12.5 11.5	A F	-/-			-/-		-/-	-/-	-/-		
Face Angles	150	90	13	[130 [150	75 90	11 13	A F	-/-			-/-		25	112	-/-		
Lugs to Shell*........	200	200	16	2L 150 2L 200	150 200	12 12	A F	-/-			-/-		Ends		-/-		
Brackets	T = 11; B = 12.5			T = 11; B = 11.5 - 12.5				-/-			-/-		22	99	-/-		
Spacing of Transverse Frames		3658		A = 3048 - F = 2820				-/-			-/-		-/-	-/-	-/-		
* State if joggled or liners.	Close or Liners.			Close or Liners.													

Longitudinal Beams of L, [or [		Amidships In Ship			Ends In Ship			Amidships Per Rule	Ends Per Rule	Spacing.	Transverse Beams.	In Ships. Plate.	Angles.	As approved. Plate.	Angles.
[	Bridge Deck ...	180	75	9.5	-/-	-/-	-/-	-/-	-/-	750		330×10	[180	75×9.5	-/-
[	Upper "	209	85	10.5	190	85	10	-/-	-/-	760		457/380 10	L 150	90×13	-/-
[	Second "	240	85	9.5/13	200 [190 170	75 85 75	8.5/11.5 10 9.5	-/-	-/-	760 1060-940		710×11	2L 150	90×13	-/-
-/-	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.*

.11,24.—T.

[illegible signature]

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.22. T.

†State if annealed

thickness 342.

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