

Awnings or Shelter Deck,

STEEL STEAMER.

No. 633

or Pl. Awning Deck.

State if Report is also sent on the Machinery of the Vessel Yes

Port of Portland, Ore. Date of completion of Report May 23, 1921. Received at London Office MON. 13 JUN. 1921
 Survey held at Vancouver, Washington Date, First Survey December 9 '20 Last Survey May 13, 1921 191
 On the (State if Single, Twin, or Triple Screw) Single Screw Oil Tank Steamer "CALGAROLITE" Rig F. & A. Schr.

TONNAGE under 6083.78

CLASS +100 A.1.

FEET.

Master C. M. Rowley

Do. between Tonnage Dk. and 1768.17

Breadth (greatest moulded)

60.0

Year of Appointment

(1) As Master in service of
(2) As Master of this vessel

Total under Upper Dk. 7817.98

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck

37.16

Built at Vancouver, Wash. U.S.A.

Do. of Poop

Deduct height of 'tween deck when this does not exceed 8ft.

29.66

When built 1921 Launched April 16 '21

Do. of R. Qr. Dk.

Transverse Number

89.66

By whom built G.M. Standifer Const. Corp.

Do. of Bridge House

Length on deck from fore part of stem to after part of sternpost

463.25

Owners Imperial Oil, Limited.

Do. of Forecastle

Longitudinal Number

41539

Managers

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

Do. of Houses on Deck

Depth "d" at middle of length. See Secs. 2 & 13

12.46

Residence

Do. of excess of Hatchways

Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel

15.62

Port belonging to Sarnia, Ontario

Do. above Crown of Engine Room

Gross Tonnage 8215.85

Less Crew Space 285.35

Less above Crown of Engine Room

FOR FEES...

No Room

ation Spaces

2670.17

94.70

Tonnage

Beam

5165.63

Destined Voyage

If Surveyed while Building, Afloat, ~~existing Deck~~ Yes

TH on Ft. Ins. BREADTH — Ft. Ins. DEPTH, ACTUAL — Top of Floors to top of Awn. or Shelter Dk. Beams Ft. Ins. No. of Decks with flat laid 3
 er Rule 463 3 Moulded 60 0 Do. do. Upper Deck Beams 3
 of Ship per Register, 36.57 Awn. or Shelter Dk. Moulded depth, ft. 37 ins. 3 To Awn. or Shelter Dk. Round up of Uppermost 12 ins.
 Length 462.45 breadth 60.2 depth 29.07 Upper Deck. Moulded depth, ft. 29 ins. 9 To Upper Dk. Dk. Beam, Actual

| FRAMING. | | | | | | PILLARS. | | | | | |
|--|-----------------|-----------------|-----------------------|---------------------------|--|--|-----------------|-----------------|-----------------------|---------------------------|--|
| Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as | Inches per Rule Approved. | | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as | Inches per Rule Approved. | |
| Angles, or <input type="checkbox"/> or <input checked="" type="checkbox"/> Bars, amidships | | | | | | PILLARS, In 'tween Deck, size and spacing | | | | | |
| Bulb Angles | | | | | | Hold | | | | | |
| way of Double Bottoms at Solid Floors | | | | | | Quarter, 'tween Dks., | | | | | |
| at intermdt. Bkts. | | | | | | in Hold | | | | | |
| Frames from centre to centre amidships | | | | | | KEELSONS AND STRINGERS. | | | | | |
| length to collision bulkhead | | | | | | CENTRE LINE KEELSON, Vertical Plate above | | | | | |
| Frames from centre to centre in peaks | | | | | | floors, Through Plate, or Intercostal Plate | | | | | |
| RED FRAME, Angles... in Peak | | | | | | Rider Plate | | | | | |
| way of Double bottoms at Solid Floors | | | | | | Flat Keel Plate Angles | | | | | |
| Do. at intermdt. Bkts. | | | | | | Horizontal Plates on Floors | | | | | |
| G, depth of girder | | | | | | Angles or Bulb Angles | | | | | |
| depth and thickness of Floor Plate | | | | | | SIDE KEELSONS, Number | | | | | |
| at mid-line for $\frac{3}{4}$ length amidships | | | | | | Angles or Bulb Angles | | | | | |
| way of Engine and Boiler spaces | | | | | | Plate above floors, for | | | | | |
| thickness at the ends of vessel | | | | | | Intercostal Plate, for | | | | | |
| depth at $\frac{3}{4}$ the half-bdth. as per Rule | | | | | | Attached to outside plating with Angle | | | | | |
| eight extended at the Bilges | | | | | | BILGE KEELSON, Angles | | | | | |
| in Cell Double Bottoms | | | | | | Intercostal Plate, for | | | | | |
| state if flanged (top and bottom) | | | | | | Attached to outside plating with Angle | | | | | |
| spacing of Solid | | | | | | SIDE STRINGERS, Number | | | | | |
| GIRDER, in Dbl. bottom, dpth. & thcknss | | | | | | Angle | | | | | |
| Angles, Top | | | | | | Intercostal Plate, for | | | | | |
| Bottom | | | | | | Attached to outside plating with Angle | | | | | |
| to Floors | | | | | | Awnings or Shelter Deck Stringer Plates, breadth and thickness | | | | | |
| Brackets at intermdt. frmg., width & thcknss | | | | | | Angle on ditto | | | | | |
| RDERS, number and thickness | | | | | | Tie Plates, fore and aft, outside Hatchways | | | | | |
| Angles to Shell | | | | | | Deck, * Iron or Steel, for Whole lng. | | | | | |
| state if flanged (top & bottom) | | | | | | Wood Deck, Material & thickness | | | | | |
| Angles, To Tank Top | | | | | | Upper Deck Stringer Plate, breadth and thickness | | | | | |
| PLATE, depth (exclusive of flange) and thickness | | | | | | Angles on ditto, No. | | | | | |
| Angles to outside plating | | | | | | Tie Plates, outside Hatchways | | | | | |
| to floors | | | | | | Deck, * Iron or Steel, for Whole lng. | | | | | |
| Brackets at intermdt. frmg., width & thcknss | | | | | | Wood Deck, Material & thickness | | | | | |
| Height of Brackets above at bilge | | | | | | Second Deck Stringer Plates, br'dth & thckn's | | | | | |
| BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | | | Angles on ditto, No. | | | | | |
| thickness in Engine and Boiler space | | | | | | Tie Plates, outside Hatchways | | | | | |
| Remainder in Holds | | | | | | Deck, * Material and thickness | | | | | |
| Awnings or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | | | | | | Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness | | | | | |
| ng | | | | | | Angles on ditto, No. | | | | | |
| Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | | | | | | Tie Plates, outside Hatchways | | | | | |
| ng | | | | | | Deck, Material and thickness | | | | | |
| Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | | | | | | Poop Deck Stringer Plate, breadth & thickness | | | | | |
| es on upper edge | | | | | | Angles on ditto | | | | | |
| ng | | | | | | Tie Plates | | | | | |
| Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel | | | | | | Deck, Material and thickness | | | | | |
| Angles on upper edge | | | | | | Bridge Deck Stringer Plate, br'dth & thickness | | | | | |
| Spacing | | | | | | Angle on ditto | | | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel | | | | | | Tie Plates | | | | | |
| Angles on upper edge | | | | | | Deck, Material and thickness | | | | | |
| Spacing | | | | | | Forecastle Deck Stringer Plate, br'dth & thckn's | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel | | | | | | Angle on ditto | | | | | |
| Angles on upper edge | | | | | | Tie Plates | | | | | |
| Spacing | | | | | | Deck, Material and thickness | | | | | |

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

PARTICULARS OF LONGITUDINAL FRAMING.

| GEN | FRAMING. | AMIDSHIPS. | | | ENDS. | | | AMIDSHIPS. | | | ENDS. | | | RIVETING. | | | | | | | |
|-----|---------------------------------------|--|----------------|----------------|----------------|------|------|--------------------------|------|------|--------------------------|------|------|--------------------------------|------|--|------|----------------------------------|-----------|--|--|
| | | 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. | Ins. | Ins. | Ins. | Number. | Diameter. | | |
| | Framing of L, L or C | Channels | | | | | | | | | | | | | | | | | | | |
| | Frames in Bridge 'tween Decks | | | | | | | | | | | | | | | | | | | | |
| | Frames from Uppermost Continuous Deck | 8 | 34 | 215 | 8 | 34 | 215 | 8 | 34 | 215 | 8 | 34 | 215 | 7 | 8 | 5 | 1 | 12 | 7/8 | | |
| | No. 1 | | | | | | | | | | | | | | | | | | | | |
| | " 2 | | | | | | | | | | | | | | | | | | | | |
| | " 3 | | | | | | | | | | | | | | | | | | | | |
| | " 4 | | | | | | | | | | | | | | | | | | | | |
| | " 5 | 10 | 3.5 | 272 | 10 | 3.5 | 272 | 10 | 3.5 | 272 | 10 | 3.5 | 272 | | | | | | | | |
| | " 6 | | | | | | | | | | | | | | | | | | | | |
| | " 7 | | | | | | | | | | | | | | | | | | | | |
| | " 8 | | | | | | | | | | | | | | | | | | | | |
| | " 9 | | | | | | | | | | | | | | | | | | | | |
| | " 10 | 10 | 3.8 | 30 | 10 | 3.8 | 30 | 10 | 3.8 | 30 | 10 | 3.8 | 30 | | | | | | | | |
| | " 11 | 12 | 3.7 | 35 | 12 | 3.7 | 35 | 12 | 3.7 | 35 | 12 | 3.7 | 35 | | | | | | | | |
| | " 12 | | | | | | | | | | | | | | | | | | | | |
| | " 13 | 18 | 3.4 | 425 | 18 | 3.4 | 425 | 18 | 3.4 | 425 | 18 | 3.4 | 425 | | | | | | | | |
| | Meets Tank Margin Aft | | | | | | | | | | | | | | | | | | | | |
| | to 17 | | | | | | | | | | | | | | | | | | | | |
| | 19 to 23 | | | | | | | | | | | | | | | | | | | | |
| | 18 Side Girder | | | | | | | | | | | | | | | | | | | | |
| | 30" | | | | | | | | | | | | | | | | | | | | |
| | Spacing of Longitudinal Frames | 27" Aft & 21" in Bottom at Coll. Bhd. | | | | | | | | | | | | | | | | | | | |
| | Double Bottoms | 7 3.4 186 under Boiler & Fuel Oil Tank | | | | | | | | | | | | | | | | | | | |
| | K, L, C | 7 3.4 209 | | | | | | | | | | | | | | | | | | | |
| | Spacing of Longitudinals | T. Top under Boilers & O.T. Tank Spaced 30" apart - under Deep Tank Ford. 27" apart. | | | | | | | | | | | | | | | | | | | |
| | At Ends... | 27" average as fitted | | | | | | | | | | | | | | | | | | | |
| | Transverses. | | | | | | | | | | | | | | | | | | | | |
| | Shelter | | | | | | | | | | | | | | | | | | | | |
| | In Bridge | | | | | | | | | | | | | | | | | | | | |
| | 'tween Decks | | | | | | | | | | | | | | | | | | | | |
| | Depth and Thickness | 16.40 | 16.40 | 16.40 | 16.40 | | | | | | | | | | | | | | | | |
| | Face Angles | 4 3.43 | 4 3.43 | 4 3.43 | 4 3.43 | | | | | | | | | | | | | | | | |
| | Lugs to Shell | 3 1/2 3 1/2 43 | 3 1/2 3 1/2 43 | 3 1/2 3 1/2 43 | 3 1/2 3 1/2 43 | | | | | | | | | | | | | | | | |
| | In Aft. | | | | | | | | | | | | | | | | | | | | |
| | Depth and Thickness | 18.40 | 18.40 | 18.40 | 18.40 | | | | | | | | | | | | | | | | |
| | Face Angles | 4 3.43 | 4 3.43 | 4 3.43 | 4 3.43 | | | | | | | | | | | | | | | | |
| | Lugs to Shell | 3 1/2 3 1/2 43 | 3 1/2 3 1/2 43 | 3 1/2 3 1/2 43 | 3 1/2 3 1/2 43 | | | | | | | | | | | | | | | | |
| | In Hold. | | | | | | | | | | | | | | | | | | | | |
| | Depth and Thickness | 30.50 | 27.50 | 30.50 | 27.50 | | | | | | | | | | | | | | | | |
| | Face Angles | 6 3 1/2 68 | 6 3 1/2 62 | 6 3 1/2 68 | 6 3 1/2 62 | | | | | | | | | | | | | | | | |
| | Lugs to Shell | 8 8 .62 | 6 6 .44 | 8 8 .62 | 6 6 .44 | | | | | | | | | | | | | | | | |
| | Brackets | 48 & .44 | .50 | 48 & .44 | .50 | | | | | | | | | | | | | | | | |
| | Spacing of Transverse Frames | 9'-3" 9'-0" Aft 9'-3" 9'-0" Aft | | | | | | | | | | | | | | | | | | | |
| | * State if joggled or liners. | 8'-4" Ford 8'-4" Ford | | | | | | | | | | | | | | | | | | | |
| | Longitudinal Beams of | | | | | | | | | | | | | | | | | | | | |
| | K, L, C | | | | | | | | | | | | | | | | | | | | |
| | Bridge Deck | lbs. | | | | | | | | | | | | | | | | | | | |
| | Awg. or Shlr. Dk. | 6 | 3.5 | 15 | 6 | 3.5 | 15 | 6 | 3.5 | 15 | 6 | 3.5 | 15 | 6 | 3.5 | 15 | 30" | | | | |
| | Upper | 7 | 3.3 | 16 | 7 | 3.3 | 16 | 7 | 3.3 | 16 | 7 | 3.3 | 16 | 7 | 3.3 | 16 | 28" | | | | |
| | Second | 8 | 3.4 | 215 | 8 | 3.4 | 215 | 8 | 3.4 | 215 | 8 | 3.4 | 215 | 8 | 3.4 | 215 | 29" | | | | |
| | 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.

5c.4.19.—T.

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 (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 Steel Decks and Shelter Deck. 3 Tiers of Beams

Official No. ; Signal Letters State if Machinery is fitted aft Yes

How are the surfaces preserved from oxidation? Inside 3 Coats Paint Outside 4 Coats Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular

| Where Fitted. | *Length. | Water Capacity. | Where Fitted. | *Length. | Water Capacity. |
|---|----------|-----------------|--|----------|-----------------|
| | Feet. | Tons. | | Feet. | Tons. |
| Double bottom, aft, under Fuel Oil Tank | 17 | 93.0 | Fore peak tank, | 24 | 179.4 |
| Double bottom, under Engines and Boilers, | 68.75 | 186.6 | After peak tank, | 23 | 102.8 |
| Double bottom, if under Engines only, | | | Deep tank, aft, | 50 | 334.5 |
| Double bottom, if under Boilers only, | | | Deep tank, forward, Tr. 56 to 62 | 9 | 66.5 |
| Double bottom, forward, | | | Other tanks, if fitted, 2 F.W. Tanks Main Dk. Tr. 15 to 16 | | |
| Total capacity of double bottom | | 279.6 | (If necessary, furnish further information by sketch.) | | |

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

State whether the above have been tested as required by the Rules. Yes

Order for Special Survey No. 113

Date Sept. 15, 1920.

No. 19 in builder's yard.

DATES OF SURVEYS held while building

Dec. 9, 10, 15, Jan. 7, 10, 12, 14, 19, 22, 25, 27, 29, Feb. 1, 2, 5, 10, 14, 18, 22, 25, 28, Mar. 2, 4, 7, 9, 11, 12, 15, 17, 18, 21, 25, 28, 30, April 2, 5, 7, 8, 9, 12, 13, 14, 15, 16, 18, 22, 28, 30, May 2, 3, 4, 5, 13.

Total No. of Visits 54

Surveyor's Signature

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