

STEEL STEAMER or MOTORSHIP.

Received at London Office 1-1-1927

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *yes*Date of completion of report *July 30. 1926*Port of *Vancouver B.C.*No. *1651.*Survey held at *N. Vancouver*Date First Survey *Feb. 18. 1926*Last Survey *July 24.*

1926.

On the (State if Machinery fitted with Single, Double or Triple Screw) *Steel Single Screw Motor Vessel 'MARVOLITE' (machinery aft)*State Type (Full, Scantling, Complete Superstructure with or without Tonnage Openings) *Full Scantling - raised quarter deck*State Type of Erections *Steel house aft*TONNAGE under Tonnage Deck... *96.25*Do. of space or spaces between Tonnage Dk. and Upper Dk. *16.63*Total *35.16*Gross Tonnage *131.41*Register Tonnage *50.81*REGISTERED DIMENSIONS.
FEET.Length *90.0*Breadth *19.05*Depth *7.35*CLASS *+100 Alcanizing* State if with freeboard as condition of Class *no*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 90.0*Breadth (greatest moulded) *B 19.0*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 7.3*1st Longitudinal Number (L x D) *= 652.5*2nd Numeral L x (B + D) *= 3367*Framing Depth "d," at middle of length. See Sec. 3 (1d) *7.3*Proportions—Depth to Length—Uppermost continuous deck to top of keel *12.3*

Do. Long Bridge to top of keel

Draught Moulded

Built at *N. Vancouver*Launched *June 30. 1926* Yard No. *110*Builders *Burrard Dry Dock Co. Ltd.*Owners *Imperial Co. Ltd.*

Managers

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

Residence *Vancouver.*Port of Registry *Vancouver*

If surveyed while building, afloat, or in dry dock

Surveyed while building.

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.
FRAMES, Spacing amidships	<i>21</i>	<i>4x3x.25</i>	<i>as approved.</i>	Bracket Floors, Frame	
" " from $\frac{1}{2}$ length to Collision bulkhead	<i>21</i>			" " Reversed Frame	
" " in peaks	<i>21</i>			" " Vertical Struts	
SIDE FRAMING.				Centre Girder, depth and thickness amidships	
Frame Amidships, Angle, <i>none</i>	<i>4x3x.25</i>	<i>do</i>		" " top Angles	
" " Extends up to <i>upper deck</i>		<i>do</i>		" " bottom Angles	
Reversed Frame Amidships, Angle <i>none</i>				Side Girders, No. each side and thickness	
" " Extends up to...				Margin Plate depth (excl. of flange) and thickness <i>flat house top</i>	<i>as approved</i>
Depth of Framing Girder	<i>4"</i>	<i>do</i>		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem	<i>Solid floor</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [or]				" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem	
" " Second 'tween Decks, Angle, [or]				" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem	
" " Third " " " "				" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem	
Framing in Peaks, Angle <i>none</i>	<i>4 3 .25</i>	<i>do</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>30" at Centre line</i>
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>9/16 dia. 5" dia. 3"</i>	<i>do</i>		INNER BOTTOM PLATING.	
State if Frame Joggled	<i>no</i>	<i>do</i>		Breadth and thickness of Middle Line Strake <i>flat house top</i>	<i>25</i>
PLATING ARRANGEMENTS (Sec. 7), state system and particulars				Thickness of remainder in Holds	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	<i>ford, d. 6. 2-6</i>	<i>do</i>		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?	<i>Engine Roomings & floors as per plan.</i>
DOUBLE BOTTOM.				BEAMS.	
Floors, Depth and thickness at mid-line in Holds	<i>12</i>	<i>25</i>	<i>do</i>	Uppermost Continuous Deck, amidships in Wells, Angle, <i>none</i>	<i>4 3 .25</i>
Height of Brackets at side above base line at toe of frame	<i>2 1/2 x 2 1/2 .25</i>	<i>do</i>		" " in way of Bridge, Angle, <i>none</i>	<i>4 3 .25</i>
Middle Line Keelson, on Floors, Angles, <i>none</i>	<i>9/16 1/4</i>	<i>do</i>		Spacing	<i>21</i>
" " Through Plate <i>none</i>	<i>9/16</i>	<i>do</i>		Second Deck, amidships, Angle, [or]	<i>do</i>
" " Foundation Plate on Floors	<i>9/16</i>	<i>do</i>		Spacing	<i>do</i>
" " Flat Plate Keel Angles	<i>3 3 9/16</i>	<i>do</i>		Third Deck, amidships, Angle, [or]	<i>do</i>
Side Keelsons, No. each side	<i>1</i>			Spacing	<i>do</i>
" " thickness of Intercoastal Plate	<i>25 by 12</i>	<i>do</i>		Fourth Deck, amidships, Angle, [or]	<i>do</i>
" " Angles <i>shell for 2 1/2 x 2 1/2 .25</i>		<i>do</i>		Spacing	<i>do</i>
SOLID BOTTOM.				Quartern	
Solid Floors, thickness and spacing	<i>21</i>	<i>25</i>	<i>do</i>	Boat Deck, Angle, <i>none</i>	<i>4 3 .25</i>
" " Are Frame and Reversed Frame joggled?	<i>no</i>	<i>do</i>		Spacing	<i>21</i>
Bracket Floors, breadth and thickness at middle line				Boat	
" " breadth and thickness at margin plate				Bridge Deck, Angle, <i>none</i>	<i>2 1/2 2 1/2 .25</i>
				Spacing	<i>36</i>
				Forecastle Deck, Angle, [or]	<i>do</i>
				Spacing	<i>do</i>

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.
PILLARS, No. of Rows.....					Stringer Plate, breadth and thickness in way of Bridge				
" in 'tween Decks, Size and Spacing.....					Thickness of Plating abreast Deck openings in way of Wells				
" " " " " "					Thickness of Plating abreast Deck openings in way of Bridge				
" in Holds " "					Thickness of Plating within line of openings...				
" " " " "					If Sheathed, material and thickness				
Centre Line Bulkhead.					Third Deck.				
Stiffeners and Spacing..... 21 4 3 25 do approved					Stringer Plate, breadth and thickness.....				
Plating, thickness of <i>Lower 7/16 upper 1/4</i> do					If Plated, state thickness.....				
STRINGERS AND DECKS.					Fourth Deck.				
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....				
Stringer Plate, breadth and thickness in Wells 30 7/16 do					If Plated, state thickness				
" " " " in way of Bridge					<i>Lucas</i> Deck.				
" Angle in Wells 4 1/2 4 1/2 7/16					Stringer Plate, breadth and thickness 30 25 do approved				
Thickness of Plating abreast Deck openings in way of Wells 1/4 do					Plating, Sheathing, material and thickness ..				
Thickness of Plating abreast Deck openings in way of Bridge 2 channels on each side 6 x 3 1/2 x 15 lbs for carrying dunnage. 7/16 do					Bridge Deck.				
Thickness of Plating within line of openings...					Stringer Plate, breadth and thickness.....				
If Sheathed, material and thickness					Plating, Sheathing, material and thickness ..				
Second Deck.					Forecastle Deck.				
Stringer Plate, breadth and thickness in Wells...					Stringer Plate, breadth and thickness				
					Plating, Sheathing, material and thickness ..				

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. <i>no</i>			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if joggled?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	42	3/8	3/8	3/8	<i>as approved</i>	<i>double</i>	5/8	2 3/8	<i>T.R. midships</i> <i>DR. Ends</i>	5/8	2 3/8	<i>lapped</i>	
„ DELG. (if any)													
BOTTOM PLATING, No. of Strakes	42	1/4	1/4	1/4	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	
BILGE PLATING, No. of Strakes	45	1/4	1/4	1/4	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	
SIDE PLATING, No. of Strakes													
UPPER DECK, Sheer- strake in Wells.....	56	1/4	1/4	1/4	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	
UPPER DECK, Sheer- strake in Bridge ...													
STRAKE BELOW Sheer- strake in Wells.....													
STRAKE BELOW Sheer- strake in Bridge ...													
<i>Quartern</i> POOR SIDE PLATING	39			1/4	<i>do</i>	<i>Single</i>	7/8	4 3/8	<i>Single</i>	7/8	2 1/2	<i>do</i>	
BRIDGE SIDE PLATING ...													
<i>Return port</i> FORECASTLE SIDE PLATING	39			1/4	<i>do</i>	<i>do</i>	5/8	4 3/8	<i>do</i>	<i>do</i>	<i>do</i>	<i>do</i>	

WATERTIGHT BULKHEADS.

FORGINGS and CASTINGS.

Total No. of W.T. BULKHEADS in Vessel—		Extending to Upper Deck (Sec. 3 c)		Deck next below		As per Rule	
9							
		STIFFENERS.					
Plating Thickness.		VERTICAL.		HORIZONTAL.			
		Scantlings. Spacing.		Scantlings. Spacing.			
at light Bulkheads		✓ 1/4 4x3x1/4 22"		✓			
MIDSHIP BULKHEAD, Upper tween decks		✓ 1/4 4x3x1/4 22"		✓			
" " Second " "							
" " Third " "							
" " Holds							
COLLISION " (in Hold)		✓ 1/4 4x3x1/4 24 3x3x1/2 3'		✓			
AFTER PEAK " "		✓ 1/4 6 29		✓			

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	Forging	5x1	Barnard	As approved
STERN FRAME {	Propeller Post,	do.	2 1/2 x 5	do
	Rudder "	do	do	do
RUDDER—A x D	24.75			
Speed of Vessel	8 knots			do
RUDDER mainpiece at head ..	Forging	3 3/4	Raypole	do
" " heel ...		3"	do	do
" how constructed	3 cast steel arms			do
" double or single plate	single plate			do
" coupling, vertical or horizontal	vertical			do

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) open hearth.
U.S. Steel & Pittsburgh, Pa.
Has the Steel been tested as required by the Rules? yes.

EQUIPMENT No. <i>2121</i>										LETTER <i>4X(8+D) = 2367</i>		ANCHORS.		17 AUG 1926	
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.	
41721	1st Bower ...	4	0	0	Stowlen			6	7	2	0	3-75 Stowlen Britanic	✓	C.H. 10.3.26 Paul	
41719	2nd " ...	3	3	10	do			6	5	1	7	4-25 3-75	✓	do	
	3rd " ...														
	Collective weight.	7	3	10								8-75 7-5			
41723	Stream	2	2	14	do			5	7	2	0	4-00 8-40	✓	C.H. 11.3.26 Paul	

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.	Statutory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Length.	Cir.					Length.	Cir.			
60478	15	3/4	108	158	4	2	0				chd		Tipton 9/3/26 R.A.D.	TOWLINE ...	Fathoms.	Ins.	Tons.	Fathoms.	Ins.
60480	15	"	"	"	4	2	14	17.25	60	3/4	Link		Tipton 11/3/26 R.A.D.		60	2	7	60	2
60481	15	"	"	"	4	3	5						Tipton 11/3/26 R.A.D.	HAWSERS & WARPS	60	5		60	5
60480	15	"	"	"	4	3	5						do		60	2 1/2		60	2 1/2
Stream (Steel Wire)	45	2 1/2	N.	7					45	2				"					

Steering Gear, Steam *Hand only. good.* Steering Gear, Hand *Yes.*

Boats *Two. 14'0" x 5'0" x 2'0"* Steering Chains, Size and Test *1/2" dia. Kroyes test chain.* Windlass *Hand power. good.*

Ceiling in Holds, thickness and material *2" wood* Cargo Battens, thickness, material and spacing *2'x6" wood. 9" apart*

Cargo Hatchways.—(Upper Deck) *7'0" x 5'0"* Thickness of Hatches *2 1/2"*

Size of No. 1 Hatchway (Forward) *7'0" x 5'0" x 2'6" high.* No. 2 *Repair in bulk 4'0" x 6'0" x 2'6" high.* No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters *one fore and after.*

Builder's Signature *Burnard Dry Dock V.P.R. W. Touris.*

GENERAL DECLARATION *This vessel has been constructed of approved & tested material, in accordance with the approved & amended plans. The workmanship throughout is good. All the requirements for carrying pet. in bulk have been complied with, and the tanks and bulkheads throughout have been tested to rule requirements and found satisfactory. The anchor equipment now on board will be removed later, and anchors intended for this vessel will be substituted on their arrival from England. The cable equipment will be augmented by an additional 60 fathoms as specified by owners. The chain locker has been fitted in F.P. instead of in fore hold as shown on plan. The cargo pumps consist of complete duplicate sets of 10 HP universal engine and 3" centrifugal pump, the engines being in the engine room, and each direct connected to its own pump in the pump room. All operations are controlled from deck. There are four transverse cargo tanks, and the vessel is fitted with*

The amount of Entry Fee\$: 10 : 00 Fees applied for, *July 30 1926*

Special Survey Fee.... £ : 150 : 00 Received by me, *13.9.26*

N.Y. charges and expenses : 80 : 00

Travelling Expenses, if any £ : 25 : 00

Call fee : 10 : 00

I am of opinion the Vessel should be Classed *100A1* Carrying pet. in bulk. for service between Tacoma and Skagway, with notation centre line bulkhead non oil tight.

State whether the Vessel has been built under Special Survey *Yes.* Signature *A. Scott.*

H+M Certificate to be sent to *Vancouver* Date of issue *July 26 1926* 20/8/26 Surveyor to Lloyd's Register of Shipping.

Committee's Minute *FRI. 20 AUG 1926*

Character assigned *100 A1. Carrying Petroleum in Bulk for service between Tacoma & Skagway* Subject

Lloyd's A.V.C. P.

L.M.O. 7:26

Oil Engines

Note: Centre line Bulkhead non-oil tight

Made for

TUES. 21 SEP 1926
FRI. 8 APR 1927
TUES. 16 AUG 1927

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0146 2/2

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.)

a non-oil tight centre line Bulkhead. A Copudam is fitted forward of the Cargo tanks and the pump room between the tanks and E.R. Bulkhead. The Expansion tanks and hatchways are of steel and good construction. Efficient fire fighting appliances have been fitted, and a large firefoam apparatus ready for use is secured on deck. The steering gear and connections have been satisfactorily tested, also rudders. The sounding air pipes are satisfactory. Plans Enclosed Midship Section, Framing Expansion, Deck plating Rudder & Rudder frame, Lunsant, Cargo piping, Engine bed, forward pumping arrangement, Bulkheads, fuel oil tanks.

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

1st Bower Particulars of drop tests not produced. The anchors now placed on board will be removed, when proper anchors now En-route from England can be substituted.
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 4 ft., R.Q.D. 36 ft., Bridge 4 ft., Forecastle 4 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 deck, steel.

Official No. 153176 ; Signal Letters

Is bottom of Vessel coated with cement No. if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓		Fore peak tank,	7	15
Double bottom, under Engines and Boilers,	✓		After peak tank,	4	30
Double bottom, if under Engines only,	✓		Deep tank, aft,		
Double bottom, if under Boilers only,	✓		Deep tank, forward,		
Double bottom, forward, ford. A. L. oil fuel	14	9	Other tanks, if fitted, ford. A. L. fuel oil	14	
Total capacity of double bottom		9	(If necessary, furnish further information by sketch.)		

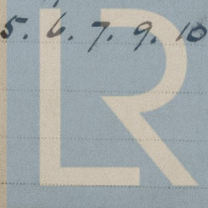
* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 1

Date July 20, 1926

Dates of Surveys held while building

July 18, 24, Feb 5, 10, 12, Apr 6, 13, 20, May 6, 8, 12, 14, 17, 18, 20, 21, June 2, 7, 10, 21, 24, 25, 29, July 5, 6, 7, 9, 10, 12, 14, 15, 22, 24.



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Total No. of Visits 33