

With or Without

Disconnected Erections.

STEEL STEAMER.

Received at London Office: TUE OCT 5 1920

Date of completion of report Sept 15th/20 Port of Toronto No. 166
Survey held at Collingwood, Ont. Date, First Survey April 5th/20 Last Survey September 14th 1920

On the (State if Single, Double or Triple Screw) S.S. TRANSPET
TONNAGE under 532.27
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. 26.86
Total under Upper Dk. 39.85
Do. of Poop 39.85
Do. of R.Q. Dk. 40.91
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Dk.
Do. of excess of Hatchways
Do. above Crown of Engine Room 639.89
Gross Tonnage 41.13
Less Crew Space
Less above Crown of Engine Room 639.89
TONNAGE FOR FEES 204.75
Less Engine Room 42.03
351.97
CLASS + A.1. Carrying Petroleum in Bulk for Service on River Plate
Breadth (greatest moulded) 35'06 1/2
Depth, at middle of length from top of keel to top of upper deck beams at side 10'5 1/2
Transverse Number 45583
Length on deck from fore part of stem to after part of stern post 170'00
Longitudinal Number 77491
Depth "d," at middle of length (See Secs. 2 & 13) 9'5 1/2
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 16'15
" " Long Bridge Deck Beam at side to top of keel
Master W. R. Smeltzer
Year of appointment (1) As Master in service of owner of present vessel: 1916-1920 (2) As Master of this vessel 191
Built at Collingwood, Ont.
When built 1920 Launched July 27th/20
By whom built Collingwood S. B. Co.
Owners Compania Transportadora de Petroleo de Buenos Aires
Managers (Where necessary to be entered in Reg. Book.)
Residence
Port belonging to Buenos Aires
Destined Voyage Buenos Aires If Surveyed while Building, Afloat, or in Dry Dock Building + afloat

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
0	00	Moulded	35	0 3/4	Do.	10	3 1/4	one
Register, Length 170 breadth 35'19 depth 10'2 1/2 Moulded depth, ft. 10 ins. 6 1/4 To Bridge Dk. Round of Upper Dk. Beam, Actual 9" ins.								
PLATING.								
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.
of Bars amidships	6	3 1/2	35	6	2 1/2	12	9	
angles	5	3	3 1/2	5	3	3 1/2		
Bottoms at Solid Floors	3	3	5 1/2	3	3	5 1/2		
" at intermdt. Bkts.								
from centre to centre amidships	24			24				
" from 1/2 length to Collision bulkhead	24			24				
" in peaks	24			24				
Angles								
Bottoms at Solid Floors	3	3	5 1/2	3	3	5 1/2		
" at intermdt. Bkts.								
of girder	6			6				
and thickness of Floor Plate	12	3	39	12	2 1/2	20	5	
line for 1/2 length amidships	12	3	39	12	2 1/2	20	5	
Boiler Spaces	2 1/2	32		2 1/2	32			
the ends of vessel	32			32				
he half breadth, as per Rule	12			12				
aded at the Bilges	12			12				
Double Bottoms	2 1/2	32		2 1/2	32			
flanged (top & bottom)	3	3	5 1/2	3	3	5 1/2		
of Solid floors	24			24				
in Dbl. bottom, dpth. & thcknss.	2 1/2	32		2 1/2	32			
Angles, Top	3	3	5 1/2	3	3	5 1/2		
" Bottom	3	3	5 1/2	3	3	5 1/2		
" to Floors	3	3	5 1/2	3	3	5 1/2		
s at intermdt. frmg., wdth & thcknss	1	5 1/2		1	5 1/2			
S, number on each side & thickness	1	5 1/2		1	5 1/2			
state if flanged (top and bottom)	3 1/2	3	3 1/2	3	3 1/2			
Angles (top and bottom)	3	3	5 1/2	3	3	5 1/2		
" to Floors	3	3	5 1/2	3	3	5 1/2		
TE, depth (exclusive of flange) and thickness	20	34		20	34			
Angle to Outside Plating	3	3	5 1/2	3	3	5 1/2		
" Floors	3	3	5 1/2	3	3	5 1/2		
ts at intermdt. frmg., wdth & thcknss	2 1/2			2 1/2				
t of Outside Brackets above at bilge	2 1/2			2 1/2				
FROM PLATING, breadth and thickness of Middle Line Strake	7 1/2	7 1/2		7 1/2	7 1/2			
" in Engine and Boiler space								
" Remainder in Holds								
er Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	6	3 1/2	35	6	2 1/2	14	9	
ay of Long Bridge	5	3	3 1/2	5	3	3 1/2		
ing	24			24				
nd Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel								
ing								
land Fourth Deck, Single Angle, Angle, Plate, Tee Bulb, or Channel								
gles on upper edge								
ing								
p Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	5 1/2	3	3	5 1/2		
gles on upper edge								
ing	24			24				
ge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	2 1/2	14	3	2 1/2	14		
" Angles on upper edge								
" Spacing	24			24				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	3	3	5 1/2	3	3	5 1/2		
" Angles on upper edge								
" Spacing	24			24				
PILLARS.								
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.
PILLARS In 'tween Deck, size and spacing								
" " Hold	3	4 8		3	4 8			
" Quarter 'tween Dks.								
" in Hold								
KEELSONS & STRINGERS.								
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate								
" Rider Plate	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2		
" Flat Plate Keel Angles	3	3 1/2	3 1/2	3	3 1/2	3 1/2		
" Horizontal Plates on Floors	24	3 1/2	3 1/2	24	3 1/2	3 1/2		
" Angles or Bulb Angles	4	3	3 1/2	4	3	3 1/2		
SIDE KEELSONS, Number	1	3 1/2		1	3 1/2			
" Angles or Bulb Angles	5	3	5 1/2	5	3	5 1/2		
" Plate above floors, for 1/4 length		30			30			
" Intercoastal Plate, for 1/4 length		30			30			
" Attached to outside Plating with Angle	3	3	5 1/2	3	3	5 1/2		
BILGE KEELSON, Angles								
" Intercoastal Plate for length								
" Attached to outside Plating with Angle								
SIDE STRINGERS, Number	1	3 1/2		1	3 1/2			
" Angle		21 x 3 1/2			21 x 3 1/2			
" Intercoastal Plate, for 1/4 length	3	3	5 1/2	3	3	5 1/2		
" Attached to outside plating with Angle								
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)								
" " " " br'dth & thickness (in way of Bridge)	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2		
" " Angle (clear of Bridge)								
" " Tie Plate at sides of Hatchways								
" Deck * Iron or Steel, for Full lng.	Steel			Steel				
" " Thickness (clear of Bridge)	5 1/2			5 1/2				
" " (in way of Bridge)								
" Wood Deck. Material & thickness	no wood			no wood				
Second Deck Stringer Plate, br'dth & thickness								
" Angles on ditto, No.								
" Tie Plates outside Hatchways								
" Deck * Iron or Steel, for lng.								
" Wood Deck. Material & thickness								
Third Deck Stringer Plate, br'dth & thickness								
" Angles on ditto, No.								
" Tie Plates, outside Hatchways								
" Deck * Material and thickness								
Fourth and Fifth Deck Stringer Plate, breadth & thickness								
" Angles on ditto, No.								
" Tie Plates outside Hatchways								
" Deck. Material & thickness								
Poop Deck Stringer Plate, breadth & thickness								
" Angle on ditto	18" x 1/4			18" x 1/4				
" Tie Plates	2 1/2 x 2 1/2 x 1/4			2 1/2 x 2 1/2 x 1/4				
" Deck. Material and thickness	9" x 1/4			9" x 1/4				
" Deck. Material and thickness	wood 1 1/8			wood 1 1/8				
Bridge Deck Stringer Plate, br'dth & thickness								
" Angle on ditto								
" Tie Plates								
" Deck. Material and thickness								
Forecastle Deck Stringer Plate, br'dth & th'kns								
" Angle on ditto	24 x 1/4			24 x 1/4				
" Tie Plates	3 x 3 x 5 1/2			3 x 3 x 5 1/2				
" Deck. Material and thickness	7 x 1/4			7 x 1/4				
" Deck. Material and thickness	wood 3"			wood 3"				

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

[illegible]

EQUIPMENT No. APPROVED LETTER										ANCHORS.										TONNAGE U.K. OR PLATING No. FOR TRAWLERS.									
Number of Certificate.		Anchors.		WRIGHT, EX STOCK.		WRIGHT, STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY AS SUPPLIED.		Description of Anchor.		Makers.		Where and when tested and Superintendent.													
Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Part Steel	American	Philadelphia Pa.														
9818	1st Bower	13	0	4	Stockless	14	15	0	6	12	2	0	6	Steel	American	Philadelphia Pa.													
9819	2nd "	12	3	22	"	14	15	0	6	12	2	0	6	Steel	American	Philadelphia Pa.													
	3rd "																												
	4th "																												
	Collective weight.	25	3	26						25	0	0																	
9822	Stream	5	0	22	1	0	26	7	11	3	14	4	1	0	Steel	American													
9823	Kedge	2	1	5	2	4	17	3	0	2	0	0	0	Steel	American	Philadelphia Pa.													
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																													
1st Bower 13 butts 0 gms 4 lbs. W. S. Mc Nab. 9818 July 12 " 20. 2nd " 12 " 3 " 22 " W. S. Mc Nab. 9819 " 12 " 20. Stream 5 " 0 " 22 " W. S. Mc Nab. 9822 " 12 " 20. Kedge 2 " 1 " 5 " 2 " 4 " 17 " 3 " 0 " W. S. Mc Nab. 9823 " 12 " 20.																													
CHAIN CABLES.										HAWSETERS AND WARPS.																			
Number of Certificate.		Length and size supplied.		Test per Certificate.		WRIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.		Makers of Cable.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 31.							
Fathoms.	Inches.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Fathoms.	Inches.						Fathoms.	Inches.	Tons.	Fathoms.	Inches.								
2471	195	178	22 3/4	36 3/8	131-0-3	126-1-0	195	178	22 3/4	Bladford	American Chain Co	Columbus Ohio June 1st 1920 F. Stiller	TOWLINE Manila	75	8		90	6		90	6								
From Stream (Chain or Steel Wire)		60	2 3/4	1515				60	2 3/4	Bladford	American Chain Co	Montreal 28-5-20 W. E. Swinburne	HAWSETERS & WARPS Manila																
Boats One. 16'0" x 5'6" x 2'6"																	Steering Gear, Steam 666. Canadian		Steering Gear, Hand										
Pumps, Number 2. Double acting Challenger.																	Diameter of Barrel 5		State whether they are efficient working order yes										
Windlass is 6 x 6 Hyde.																	Capstan												
Engine Room Skylights.—How constructed? Steel hinged cover glass light.																	What arrangements for deadlights in bad weather? Heavy glass.												
Coal Bunker Openings.—How constructed?																	How are lids secured?		Height above deck?										
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 4. Scuppers each side 6 x 3 1/2.																	Cargo Battens, thickness and material 6" x 1 1/2 Wood.												
Ceiling in Holds, thickness and material 3" Wood.																	Hatches, If strong and efficient? yes												
Cargo Hatchways.—How formed? Built angle 9 x 3 1/2 x 3/8 on top of bulk.																	No. 3 Hatch		No. 4 Hatch										
State size No. 1 Hatch (Forward) 8'0" x 5'0"																	No. 2 Hatch 12 Hatches 3'6" x 3'6"												
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2. Fore + after angles 3 x 3 1/2 3/8.																	No. of Breasthooks		No. of Crutches										
Bulwarks, height above deck and description 3'0" for 17'0" forward of poop.																	Main Rail, material and size 2" bir War's Rope Hancock's 1 1/2												
The foregoing is a correct description.																	Surveyor's Signature Robert C. Blyth		Surveyor to Lloyd's Register of Shipping.										
Builder's Signature (here only) THE COLLINGWOOD SHIPBUILDING CO. LTD.																	Managing Director.												
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) 23/3/20 R.F.H. 26/3/20 R.F.H. 14/4/20 R.F.H. 9/4/20 R.F.H. 22/4/20 R.F.H. 24/4/20 R.F.H. 3/5/20 R.F.H. 4/5/20 R.F.H. 10/5/20 R.F.H. 12/5/20 R.F.H. 19/5/20 R.F.H. 2/6/20 R.F.H.																													
Workmanship. Are the butts of plating planed or otherwise fitted? Planed.																													
Is the riveted work properly closed? yes																													
Are the liners between the frames and plates solid single pieces? yes																	Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes		Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? yes										
Do any rivets break into or through the seams or butts of the plating? No.																													
Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes																													
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes																	State results of tests Satisfactory												
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes																	State results of tests Satisfactory												
General Remarks (State quality of workmanship, &c.) This vessel has been constructed under Special Survey according to the Rules + approved plans. The material + workmanship is good all oil compartments tested with satisfactory results according to the Rules. The vessel is eligible in my opinion to have notation + A.1. 9-20. Carrying Petroleum in bulk. For service on River Plate.																													
The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built.																													
The amount of Entry Fee \$ 15 : 00 :																	Fees applied for, Sept 10th 1920		Certificate to be sent to Toronto Date of issue 19.10.20.										
Special Survey Fee.... \$ 160 : 00 :																	Received by me,												
Travelling Expenses, if any £ 40 8 : 10 :																													
State whether the Vessel has been built under Special Survey yes																													
I am of opinion this Vessel should be Classed + A.1. 9-20. Carrying Petroleum for service on River Plate																	Robert C. Blyth		Surveyor to Lloyd's Register of Shipping.										
With, or without Freeboard, as condition of Class without																													
Committee's Minute TUE. OCT. 13 1920																													
Character assigned AI																													
Steam barge																													
Carrying Petroleum in bulk																													
For service on River Plate																													
ax CR + LMC 9.20																													
Fitted for oil fuel 9.20																													
7.P. above 150° F.																													

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29.0 ft., R.Q.D. ^{Trunk.} ft., Bridge 92.125 ft., Forecastle 20.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *joined to expansion trunk*

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 should appear in the Register Book) *1. Deck. Steel*
 Official No. _____; Signal Letters _____ State if Machinery is fitted aft *Machinery aft.*
 How are the surfaces preserved from oxidation? Inside *Oil. Cement wash in Peaks, Eng Room Tank* Outside *Coated.* + *hold*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	8.25	29
Double bottom, under Engines and Boilers,			After peak tank,	10.5	29
Double bottom, if under Engines only,	18.	18	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	18	(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.

Date

No. 68 in builder's yard.

DATES of Surveys held while building

*Apr. 5-19. May 4-7-17-18-28-29. June 2-3-8-14-15-17-19-22-23.
 July 8-9-14-15-16-17-19-22-23-24-27-29-30-31. Aug. 5-6-12-13-19-20-25-26-31
 Sept 2-3-8-9-10-14*

Total No. of Visits *4*

Surveyor's Signature

Robert C. Blyth

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