

STEEL STEAMER or MOTORSHIP.

Received at London 4 APR 1930

State of Report has been sent on the Freeboard of the Vessel **YES.**State of Report is sent on the Machinery of the Vessel **NO**Date of completion of report **3rd APRIL 1930.**Port of **MIDDLESBROUGH.**No. **14028**Survey held at **HAYERTON HILL - ON - TEES.** Date First Survey **25th OCT. 1929.** Last Survey **2nd APRIL 1930**On the (State if Machinery Altered and of Single, Twin or Triple Screw) **SINGLE SCREW STEAMER ACADIALITE**State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **FULL SCANTLING (SPECIAL DESIGN) ISHERWOOD COMBINATION SYSTEM** State Type of Erections **POOP + F.C.L.**TONNAGE under Tonnage Deck... **1464.90** CLASS **+ 100 H.P.** State if with Freeboard **NO** 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 250** Launched **27.2.1930** Yard No. **178**Total **1464.90** Breadth (greatest moulded) **B 43** Builders **FURNESS SHIPBUILDING CO. L^{td}**Gross Tonnage **1918.73** Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 18** Owners **IMPERIAL OIL CO.**Register Tonnage **1084.59** 1st Longitudinal Number (L x D) **= 4500** Managers **(Where necessary to be entered in Reg. Book)**

REGISTERED DIMENSIONS.

Length **250** Framing Depth "d," at middle of length. See Sec. 3 (1d) **16.88** Residence **SARNIA ONTARIO**
Breadth **43.15** Proportions—Depth to Length—Uppermost continuous deck to top of keel **13.88** Port of Registry **MONTREAL P.Q.**
Depth **17.9** Draught Moulded **15'-10³/₄** If surveyed while building, afloat, or in dry dock **WHILE BUILDING + AFLUAT.**

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	26"		Bracket Floors, Frame		
" " from $\frac{1}{2}$ length to Collision bulkhead	21"		" " Reversed Frame		
" " in peaks	24" AFT PK. 21" FORE PK.		" " Vertical Struts		
LONGITUDINAL FRAMING AT BOTTOM + DECK OR PARTICULARS SEE ATTACHED REPORT.			Centre Girder, depth and thickness amidships	36" x 48 B.R. 55" x 36 E.R.	
Frame Amidships, Angle, [or]	10" 3 $\frac{1}{2}$ " x 4 B.R. N.B.S.		" " top Angles	3" x 3" x 4" 58.R.	
" " Extends up to	UPPER DK.		" " bottom Angles	3 $\frac{1}{2}$ " x 3 $\frac{1}{2}$ " x 42	
Reversed Frame Amidships, Angle	BULB ANGLE FRG.		Side Girders, No. each side and thickness	TWO 32	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	36 LEVEL TANK TOP.	
Depth of Framing Girder			" " Vertical Angle to Tank side		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			Bracket abaft $\frac{1}{2}$ len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Third " " " "			Bracket forward $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle, [or]	6" x 3" x 32 B.R. 6" x 3" x 38 B.R.		Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	3/4 4/8		Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		
State if Frame Joggled	YES		Tank Side Brackets, height above base line at toe of Frame and thickness		
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars	WEB FRG. AND SIDE STRINGERS. STRINGERS + BEAMS IN FORE PEAK. A.B. + C. STRAKES OF BOTTOM PLATING MAINTAIN MIDSHIP THICKNESS TO COLL. BULK. 3 SIDE KEELERS + 5" x 6" BOTTOM FRG.		INNER BOTTOM PLATING.	7/8 PLATING UNDER ENGINE 4/8 EACH SIDE OF CENTRE. REMAINDER 3/8	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Breadth and thickness of Middle Line Strake		
DOUBLE BOTTOM.			Thickness of remainder in Holds		
Floors, Depth and thickness at mid-line in Holds	26" x 38. 36" x 48 B.R.		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.	
Height of Brackets at side above base line at toe of frame	4' 3" FORE HOLD 4' 9" BOILER SPACE.		BEAMS.		
Middle Line Keelson, on Floors, Angles	4" x 4" x 34		Uppermost Continuous Deck, amidships in Wells, Angle, [or]	LONGITUDINAL (SEE SEPARATE SHEET)	
" " " Through Plate	30" x 38		" " in way of Bridge, Angle, [or]		
" " " Intercoastal Plate	12" x 38		Spacing		
" " " Foundation Plate on Floors	4" x 4" x 45		Second Deck, amidships, Angle, [or]		
" " " Flat Plate Keel Angles	THREE		Spacing		
Double Keelsons, No. each side	THREE		Third Deck, amidships, Angle, [or]		
" " thickness of Intercoastal Plate	36		Spacing		
" " Angles	5" x 3" x 38 3" x 3" x 38		Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM. IN ENG. SPACE ONLY.			Spacing		
Mid Floors, thickness and spacing	32 SPACED 24"		Poop Deck, Angle, [or]	LONGITUDINAL	
" " Are Frame and Reversed Frame joggled?	YES		Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, [or]		
" " breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle, [or]	LONGITUDINAL	

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 <i>ENG. ROOM FRU. 4 ANGLES 5x5x38</i> <i>FORE HOLD, FR. 10 4 ANGLES 5x5x38</i>						Thickness of Plating within line of openings...		✓			
<i>NO. 1. OF BULK. THROUGHOUT</i> Centre Line Bulkhead. <i>OIL TANKS. 7x3x38 S.P.</i> Stiffeners and Spacing. <i>LONGITUDINAL SPACED 32"</i>		<i>8 1/2 x 3 x 4 S.P.</i>				If Sheathed, material and thickness		✓			
Plating, thickness of		<i>46</i>	<i>36</i>	<i>34</i>		Third Deck. Stringer Plate, breadth and thickness.....		✓			
STRINGERS AND DECKS. Uppermost Continuous Deck. Stringer Plate, breadth and thickness in Wells <i>7 1/2 x 45</i>						If Plated, state thickness.....		✓			
" " " " in way of Bridge		✓				Fourth Deck. Stringer Plate, breadth and thickness.....		✓			
" Angle in Wells		<i>5 x 5 x 45</i>				If Plated, state thickness		✓			
Thickness of Plating abreast Deck openings in way of Wells		<i>44</i>				Poop Deck. Stringer Plate, breadth and thickness		<i>25 x 30</i>			
Thickness of Plating abreast Deck openings in way of Bridge						Plating, Sheathing, material and thickness ...		<i>30</i>			
Thickness of Plating within line of openings... <i>EXPANSION TRUNK TOP</i> <i>44 x 34</i>						Bridge Deck. Stringer Plate, breadth and thickness.....		✓			
If Sheathed, material and thickness <i>SIDES</i> <i>44</i>						Plating, Sheathing, material and thickness ...		✓			
Second Deck. Stringer Plate, breadth and thickness in Wells...		✓				Forecastle Deck. Stringer Plate, breadth and thickness.....		<i>25 x 31</i>			
						Plating, Sheathing, material and thickness ...		<i>30</i>			
								<i>40 UNDER WINDLASS.</i>			

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	SINGLE OR DOUBLE.	RIVETS.	No. of Rows of Rivets.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.						Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>45 1/2</i>	<i>65</i>	<i>56</i>	<i>56</i>		<i>DOUBLE</i>	<i>3/4</i>	<i>2 5/8</i>	<i>QUADRUPEL</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED</i>
" DBLG. (if any) <i>SA 85 1/2</i> <i>18.67 1/2</i>												
BOTTOM PLATING, No. of Strakes <i>THREE</i> <i>2.57</i>		<i>48</i>	<i>43</i>	<i>39</i>					<i>TREBLE</i>	<i>3/4</i>	<i>2 5/8</i>	
BILGE PLATING, No. of Strakes <i>ONE</i> <i>0.85 1/2</i>		<i>50</i>	<i>37</i>	<i>39</i>						<i>7/8</i>	<i>3 1/2</i>	<i>INSIDE</i>
SIDE PLATING, No. of Strakes <i>ONE</i> <i>1.65</i>		<i>45</i>	<i>37</i>	<i>38</i>						<i>3/4</i>	<i>2 5/8</i>	<i>OUTSIDE</i>
UPPER DECK, Sheer-strake in Wells.....	<i>45 1/2</i>	<i>50</i>	<i>37</i>	<i>38</i>								
UPPER DECK, Sheer-strake in Bridge ...		<i>60 AT POOP FRONT</i>										
STRAKE BELOW Sheer-strake in Wells.....												
STRAKE BELOW Sheer-strake in Bridge ...												
POOP SIDE PLATING			<i>34 to 31.</i>			<i>SINGLE</i>	<i>3/4</i>	<i>3</i>	<i>SINGLE</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED</i>
BRIDGE SIDE PLATING ...												
FORECASTLE SIDE PLATING			<i>33.</i>			<i>ONE PLATE</i>	✓	⑦	<i>SINGLE</i>	<i>3/4</i>	<i>2 5/8</i>	<i>LAPPED.</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c).....	<i>ELEVEN</i>
" Deck next below.....	✓
As per Rule.....	<i>FOUR</i>

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks					
" " Second "					
" " Third "					
" " Holds		<i>44x34</i>	<i>30x38</i>	<i>ONE 6x3x38 S.P. 32"</i>	<i>8 1/2 x 3 x 42 S.P.</i>
COLLISION " (in Hold)		<i>42x30</i>	<i>30x38</i>	<i>ONE 6x3x38 S.P. 32"</i>	<i>10 1/2 x 4 1/2 S.P. 32"</i>
AFTER PEAK " "		<i>43x31</i>	<i>30x38</i>	<i>ONE 6x3x38 S.P. 32"</i>	<i>8 1/2 x 3 x 42 S.P.</i>

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				<i>FLAT PLATE KEEL</i>
STEM <i>1 1/2 x 1 1/2</i>				<i>ROLLED STEEL 7x2</i>
STERN FRAME { Propeller Post				<i>FORGED 7 1/8 x 5 1/2 T.S. FASTER & SONAL</i>
{ Rudder "				<i>STEEL</i>
RUDDER—A x D				<i>SEMI BALANCED AS PER APPROVED PLAN.</i>
Speed of Vessel				<i>10 KNOTS.</i>
RUDDER mainpiece at head				<i>FORGED 7" DIA. SKODA WKS.</i>
" " heel				<i>STEEL 7 1/4 x 5 1/4</i>
" " how constructed				<i>SEMI BALANCED C.S. FRAME. SKODA WKS.</i>
double or single plate coupling, vertical or horizontal				<i>DOUBLE 32</i>
				<i>HORIZONTAL</i>

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>OPEN HEARTH BASIC</i>	
	<i>CARGO FLEET SOUTH DURHAM.</i>	
	<i>CONSETT IRON CO.</i>	
Has the Steel been tested as required by the Rules? <i>YES</i>		<i>DORMAN LONG & CO.</i>

EQUIPMENT No.										LETTER	ANCHORS.		
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT, STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Where and when tested and Superintendent.
32853	1st Bower	Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	33-0-0	BYERS IMP. STICKLESS BYERS + C. L. SUND. 15-2-30 J.H. BATES
32852	2nd "	33	0	21	33	0	21	31	6	3	14	33-0-0	D:
	3rd "												D:
	Collective weight.	66	3	0									14-2-30 D:
63367	Stream	8	2	0	2	0	14	10	12	2	0	66-0-0	ORDINARY R. SYKES + SINGLE TIPTON 14-2-30 W.A. DRYSDALE
												8-2-0	

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 Cable.	Where and when tested, and Superintendent.	Material.	Length and size supplied.	Breaking Test of Steel Wire.	Length and size per Table 53.	
	Length. Diam.	Stations.	Break-ing.	Supplied.	Per Rule.		Length. Diam.					Length. Cir.	Tons.	Length. Cir.	
65649	210 1 1/2	5 1/4	7 1/4		30-2-21		210 1 1/2	STOP LINK R. SYKES + SINGLE TIPTON 26-2-30 W.A. DRYSDALE			TOWLINE... 90 3 1/2 25-7				
											23 W. HAWSERS & WARPS 56 1 1/2 25-7				COMPRESSOR LINES
Iron Stream	75 4	33-2					75 4				65 W. 3050 7/8 15-2				MOORING LINES.
Steel Wire											229 6				MANILA HAWSER
											2-90 5				

Steering Gear, Steam *HASTIE + C.* Steering Gear, Hand *HASTIE + C.*

Boats *TWO 21'0" x 7'0" x 2'8 1/2"* Steering Chains, Size and Test *DIRECT GEAR.* Windlass *STEAM. CLARKE*

STEEL LIFE BOATS

Ceiling in Holds, thickness and material *1/4" FORE HOLD 2 1/2" H.W.* Cargo Battens, thickness, material and spacing *NONE.*

TOP OF EXPANSION TRUNK

Cargo Hatchways. (Upper Deck) *6'0" x 4'0" STL. CORNS 30" x 4"* Thickness of Hatches *OIL CARGO HATCHES ST. COVERS 5'0"*

4'1" HATCH 3" WOOD

Size of No. 1 Hatchway (Forward) *7'0" x 7'0"* No. 2 *ON FORECASTLE DECK.* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *ONE IN NO. 1 HATCH.*

FOR FURNESS SHIPBUILDING CO. LIMITED

Builder's Signature

DIRECTOR

GENERAL DECLARATION *This Vessel has been built in accordance with the approved plans, the Secretary's letter from 2nd Dec. 1929 to 7th Jan. 1930 and in general conformity with the Rules and Regulations for the Class contemplated. The workmanship and materials throughout are good. All the oil tanks, oil fuel bunker, coxwain, double bottom tank in engine room, and fore and aft peak tanks have been tested under pressure. The weather decks and forward pump room bulkhead tested with hose, all with satisfactory results. The assigned freeboard has been marked on the vessel's sides and verified. Copies of the Profile and deck plans & midship section as built, also forging and casting reports are forwarded herewith. The approved plan will be forwarded on completion of sister vessel 'S. SIMCOLITE' No. 171.*

all from Winkfield.

The amount of Entry Fee £ *5 : 0 : 0* Fees applied for, *all 1930*

Special Survey Fee.... £ *256 : 8 : 6* Received by me, *2/5/30*

FREEBOARD 5 0 0

Travelling Expenses, if any £ : : :

I am of opinion the Vessel should be Classed *+ 100 A.1.*

"CARRYING PETROLEUM IN BULK"

"FOR SERVICE ON THE GREAT LAKES"

WITH NOTATIONS GIVEN OVERLEAF.

State whether the Vessel has been built under Special Survey *YES*

Signature *Jas. Brickton.*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *MIDDLESBROUGH* Date of issue *21/5/30*

Committee's Minute *WED. 23 APR 1930*

Character assigned *+ 100 A.1*

Carrying Petroleum in Bulk

For Service on the Great Lakes

Lloyd's arcl + Link 4.30

Filled for oil fuel 4.30 H. at 150° F

Wink Mat

" Nix

My

LR

Lloyd's Register

010440-010450-021883

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.		
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
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 Bottom															
Longitudinals															
Bottom															
CHAMBER															
Spacing of Longitudinals															
Amidships															
At Ends															
Transverses.															
TRUNK SIDES															
Depth and Thickness															
Face Angles															
Lugs to Shell															
Depth and Thickness															
Face Angles															
Lugs to Shell															
BRACKETS															
Depth and Thickness															
Face Angles															
Lugs to Shell															
Back Bars															
Brackets															
Spacing of Transverse Frames															
State if jogged or liners.															
Longitudinal															
Beams															
L or E															
TRUNK SIDES															
Bridge Deck															
TRUNK TOP															
Upper DECK															
Second															
FLUE															
Third															
FOUR															

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.

R

bat

1st Bower	21-1-24	CWTS	L.W.D.	583	7-2-30
2nd "	21-1-0	CWTS.	L.W.D.	571	7-2-30
3rd "					

М

NOTE.—The words which do not apply should be deleted.

1m 9,26. T.

10

Total No. of Visits... 47