

# STEEL STEAMER or MOTORSHIP

State if Report has been sent on the Freeboard of the Vessel *yes*

Received at London Office

State if Report is sent on the Machinery of the Vessel *no*

Date of completion of report *5th May 1927*

Port of *Dundee*

No. *12909*

Survey held at *James Watson & Co. Ltd.*

Date First Survey *28th Sept 1926*

Last Survey *12th April 1927*

On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *Single Screw Steamer*

*WINDSOLITE*

(Machinery fitted aft)

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

*Full Scantling (Special Design)*

State Type of Erections *Prop. & Joints*

TONNAGE under Tonnage Deck... *1469.96*

CLASS *100A1*

State if with freeboard as condition of Class *no*

Built at *James Watson & Co. Ltd.*

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 250.0*

Breadth (greatest moulded) *B 43.0*

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 18.0*

1st Longitudinal Number (L x D) *= 4500.0*

2nd Numeral L x (B + D) *= 15250.0*

Framing Depth "d," at middle of length. See Sec. 3 (1d) *16.88*

Proportions—Depth to Length—Uppermost continuous deck to top of keel *13.88*

Do. Long Bridge to top of keel

Draught Moulded *15.104*

Launched *5th April 1927* Yard No. *115*

Builders *Furness Shipbuilding Co. Ltd.*

Owners *Imperial Oil Co. Ltd.*

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

Residence *Sarnia Ontario*

Port of Registry *Windsor, Ontario*

If surveyed while building, afloat, or in dry dock

*While Building and Afloat*

## 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.
<b>FRAMES, Spacing amidships</b>	<i>26</i>		<b>Bracket Floors, Frame</b>		
" " from 1/4 length to Collision bulkhead	<i>21</i>		" " Reversed Frame		
" " in peaks	<i>24" in peak 31" in peak</i>		" " Vertical Struts		
<b>SIDE FRAMING.</b>			<b>Centre Girder, depth and thickness amidships</b>	<i>36.5 x 48</i>	
Frame Amidships, Angle, [ or [ <i>Bulk Angle</i>	<i>10 3 1/2 40</i>		" " top Angles	<i>3 x 3 x 40</i>	
" " Extends up to	<i>Upper Deck</i>		" " bottom Angles	<i>3 x 3 x 40</i>	
<b>Reversed Frame Amidships, Angle</b>	<i>Bulk Angle 40</i>		<b>Side Girders, No. each side and thickness</b>	<i>2 x 32</i>	
" " Extends up to			<b>Margin Plate depth (excl. of flange) and thickness</b>	<i>36.5 x 46.5</i>	
<b>Depth of Framing Girder</b>			" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem		
<b>Frames in Uppermost Continuous 'tween Decks, Angle, [ or [</b>			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem		
" " <b>Second 'tween Decks, Angle, [ or [</b>			" " Gussets, spacing and scantling abaft 1/4 len. from stem		
" " <b>Third " " " "</b>			" " Gussets, spacing and scantling forward 1/4 len. from stem		
<b>Framing in Peaks, Angle or [ <i>Bulk Angle</i></b>	<i>6 3 38</i>		<b>Tank Side Brackets, height above base line at toe of Frame and thickness</b>		
<b>Diameter and Spacing of Rivets through Frame and Shell Plating amidships</b>	<i>3/4 4 1/2</i>				
<b>State if Frame Joggled</b>	<i>yes</i>				
<b>PANTING ARRANGEMENTS (Sec. 7), state system and particulars</b>	<i>Not frame 13 Str. Struts</i>		<b>INNER BOTTOM PLATING.</b>		
<b>TRENGTHENING OF BOTTOM FORWARD. State Particulars</b>	<i>3 x 3 Keelson 3 x 3 Struts 13 Str. Struts 13 Str. Struts 13 Str. Struts</i>		Breadth and thickness of Middle Line Strake		
<b>DOUBLE BOTTOM, Pump Room Cargo Hold</b>			Thickness of remainder in Holds	<i>38.5 x 48.5</i>	
Floors, Depth and thickness at mid-line in Holds	<i>26 x 38</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>yes</i>	
Height of Brackets at side above base line at toe of frame	<i>4.3</i>				
<b>Middle Line Keelson, on Floors, Angles,</b>	<i>4 1/2 x 4 1/2 x 34</i>		<b>BEAMS.</b>		
" " Through Plate or Intercoastal Plate	<i>30 1/2 x 38</i>		<b>Uppermost Continuous Deck, amidships in Wells, Angle, [ or [</b>		
" " Foundation Plate on Floors	<i>12 x 38</i>		" " in way of Bridge, Angle, [ or [		
" " Flat Plate Keel Angles	<i>4 x 4 x 45</i>		Spacing		
<b>Side Keelsons, No. each side</b>	<i>2</i>		<b>Second Deck, amidships, Angle, [ or [</b>		
" " thickness of Intercoastal Plate	<i>36</i>		Spacing		
" " Angles	<i>5 x 3 x 38 3 x 3 x 38</i>		<b>Third Deck, amidships, Angle, [ or [</b>		
<b>DOUBLE BOTTOM, as Engine Room Space</b>			Spacing		
Solid Floors, thickness and spacing	<i>32.5 24</i>		<b>Fourth Deck, amidships, Angle, [ or [</b>		
" " Are Frame and Reversed Frame joggled?	<i>yes</i>		Spacing		
<b>Bracket Floors, breadth and thickness at middle line</b>			<b>Poop Deck, Angle, [ or [</b>		
" " breadth and thickness at margin plate			Spacing		
			<b>Bridge Deck, Angle, [ or [</b>		
			Spacing		
			<b>Forecastle Deck, Angle, [ or [</b>		
			Spacing		



no 12709.

## SHELL PLATING.

## WATERTIGHT BULKHEADS.

As per Rule ..... Four.

## FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
<b>KEEL, Bar</b> .....	Flat	Plate	Keel	
<b>STEM</b> .....	rolled steel bar	8" x 2"	Handmade	
<b>STERN FRAME</b> {	Propeller Post .....	Forged	7 3/8 x 5 1/2"	Hillier & Co
	Rudder " .....	Steel	✓	Robertson
<b>RUDDER—A x D</b> .....	Semi Balanced as per approved plans			
<b>Speed of Vessel</b> .....	10 knots			
<b>RUDDER</b> mainpiece at head .....	Forged	7" dia	Skoda	
" " heel .....	Steel	7 1/2 x 5 3/4 x 6 x 6	Work	
" how constructed .....	Semi-Balanced forged frame		Prague	
" double or single plate .....	Double plates 32			
" coupling, vertical or horizontal .....	Horizontal			

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)

Has the Steel been tested as required by the Rules? Yes.



EQUIPMENT No. <i>See entry dated 1/10/26</i> LETTER <i>NO.</i>												ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
29723.	1st Bower ✓	34	0	0	22	2	2	31	12	2	0	33. 0. 0 ✓	Byan Improved Swivel	hos. 2500	Swanland 21/1/1922 J. B. Bates.
29722.	2nd " ✓	33	1	7	22	0	7	31	3	0	14	33. 0. 0 ✓	" " "	" "	" " "
	3rd " ...														
	Collective weight.	67	1	7								66. 0. 0			
41243.	Stream .....	8	2	16	2	1	15	10	15	0	0	8. 2. 0	Iron Stock.	R. Sykes & Co. Ld	Cradley Heath 5/10/25 R. P. S.

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.	Statu- tory.	Break- ing.	Supplied.		Per Rule.	Length.	Diam.	Length.					Cir.	Length.		Cir.			
	Fathoms.	Ins.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Ins.					Fathoms.	Ins.	Tons.	Fathoms.	Ins.		
40018	210	1 1/2	5 1/2	7 1/2	301.	2.	14	301.	2.	21	210	1 1/2	2nd class.	R Ryker & Co Ltd	Cassey, Wash 5/3/27	TOWLINE ...	90	3 1/2	26	90	3 1/2
															HAWSERS & WARPS	2290	6"		2290	6"	
																2290	5"		2290	5"	
Iron Stream Chain or Steel Wire	75	4 1/2	33 1/2						75	4 1/2											

Steering Gear, Steam *Donkey 60 H.P. (Heron Pure Type)* Steering Gear, Hand *Donkey 60 H.P.*

Boats *2. Lifeboats 21.0* Steering Chains, Size and Test *Heron Pure Type* Windlass (Steam) *Clarke Chapman & Co.*

Ceiling in Holds, thickness and material *in Donkey 2 1/2 white wood.* Cargo Battens, thickness, material and spacing *Donkey 6 1/2 - 9 apart.*

*Oil.* Cargo Hatchways. *Top of expansion trunk 2-6 x 38 steel. Coaming 2-6 x 44.* Thickness of Hatches *Oil cargo hatch 38' stiffened, 40' white 3' wood.*

Size of No. 1 Hatchway (Forward) *7.0 x 7.0* No. 2 *✓* No. 3 *✓* No. 4 *✓* No. 5 *✓* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *one in 20, 30, 40.*

FOR FURNESS SHIPBUILDING CO. LIMITED

Builder's Signature

*John Governor*

DIRECTOR

GENERAL DECLARATION *This vessel has been built in accordance with the approved plans, the*  
*Secretaries entry from 20 September 1926 to 13 April 1927, 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 Bunkers, Cofferdam, Pump Room, Double Bottom and fore +*  
*after peak water-tight tanks have been tested under pressure, and the weather decks*  
*tested with hose, all with satisfactory results.*  
*The assigned Draught has been marked on the vessel's side and verified*  
*Copies of the Profile and Deck plans, and Midship Section (as true) are forwarded herewith together with the following approved plans:*  
*Profile and Deck plan (2) Midship section, fore-light Bulkhead, Midship Transverse, Bottom Longitudinals,*  
*Stem Frame, Rudder (2), Fore end Section Bulkheads, After End Section, Cast Steel*  
*Tiller quadrant, Oil fuel Bunkers, Amended scantlings of Longitudinals, Riveting, Scheme*  
*T.T.O.*

The amount of Entry Fee ..... £ 5 : 0 : 0 } Fees applied for,  
Special Survey Fee.... £ 257: 5 : 0 } *5th May 1927*  
*12*  
Draught ..... 6 : 0 : 0 } Received by me,  
*10. 6. 27 A.B.M.*  
Travelling Expenses, if any £ : : }  
State whether the Vessel has been built under Special Survey *Yes*  
Certificate to be sent to *Discharge* Date of issue *10/1/27* *W. H. H. H.*  
Signature *J. R. Wier*  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUES. 17 MAY 1927

Character assigned

*100 A1 Carrying Petroleum in Bulk*  
*For service on the Great Lakes*

*Lloyd's A.V.C.P. + L.H.C. 5:24 C.H.*  
*Fitted for Oil Fuel 5:24 F.P. above 150°F*

*W. H. H. H.*

*W. H. H. H.*



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Lloyd's Register  
Foundation



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 the Plans should be embodied.)

Screen Bulkhead in lieu of Deepening, Upper Bulkhead on Stern frame. Oil light hatch.

The vessel has left this port for West the North Eastern Maine Eng. Co works. Wallstead on Dyne where her Boilers and Machinery will be installed.

To complete the Survey on the Vessel:— The Engine Boilers, Casings to be completed. The Steam and Steering Gear, Muddles, and Winches to be tested.

The American Surveyors have been advised.

Rpt. 1\*.

S.S. WINDSOLITE

PARTICULARS OF LONGITUDINAL FRAMING.

MDR REP No 12909.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng. Ins. Ins.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.
Framing of L, L or C .....																
Frames in Bridge 'tween Decks ...																
Frames from Uppermost Continuous Deck																
Thick in v																
Thick in v																
Thick in v																
H Sh																
Second String																
STR.																
PLAT																
OM P																
Strake																
PLAT																
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PLAT																
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ake in																
DE																
ake in																
E BE																
ake in																
E BE																
ake in																
IDE I																
SID																
LE S																
No.																
Longitudinal																
Beams of																
E, L, E																
But. Angles																
Third																

The particulars of framing in peaks (if ordinary), Floors, Centre Girders, 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.

Se2, 90.—T.

Double bottom, aft,  
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	112 15m

After peak tank,  
Deep tank, aft,  
Deep tank, forward,  
Other tanks, if fitted, *Copperdam*  
(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. 1421

Date 18 October 1926

Dates of Surveys held while building

1926

Sep 28-29. Oct 1-5. 11-18. 21-28. 29. Dec 9-13. 16-20. 22-28. Jan 4-13. 14-24. 28. Feb 1-2. 3-9. 14-17. 18-21. 23-25. Mar 1-3. 8-9. 11-14. 15-16. 17-18. 21-22. 23-24. 25-28. 29-30. 31. 7/1/26. 1-4. 5-6. 8-11. 12.

*Length.	Water Capacity
Feet.	Tons.
17.25	132 12
12.0	48
4.0	108.0

Lloyd's Register  
Foundation



PILLADS  
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 the Plans should be embodied.)

Screen Bulkhead in lieu of Deplating, Upper Bulkhead on Steel frame, Oil tight hatches.

The vessel has left this port for West. The North Eastern Marine Eng<sup>g</sup> Works Wallendun Dyke where her Boilers and Machinery will be installed. To complete the Survey on the vessel:— The Engine Boilers, Casings to be completed. The steam shafts, steering gear, huddles, and hatches to be tested. The American Surveyors have been advised.

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

1st Bower 20-1-19. 4B. 3060 28" December, 1926.  
2nd ,, 19.3.6 4B. 3014 27" October, 1926.  
3rd ,, ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 62.0 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 40.5 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. ✓  
Deck 147.5.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 D<sup>th</sup> (Steel)  
Longitudinal framing at bottom and decks, Middle line Bulkhead non-oil tight  
Official No. 1421, Signal Letters Is bottom of Vessel coated with cement paint only, if not give particulars of composition Cement in way of fore hold + Boiler Room Tank, fitted with Cement in E.R. Tank.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	40.0	112.0	Fore peak tank,	17.25	133.12
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	12.0	48.0
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,		
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,		
Double bottom, forward,	✓	✓	Other tanks, if fitted, Cofferdam	4.0	108.0
Total capacity of double bottom		112.0	(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. 1421

Date 18 October 1926

Dates of Surveys held while building

1926  
Sep. 28-29. Oct. 15-18-21-28-29. Dec. 9-13-16-20-22-28. Jan. 4-7-13-14-24-28. Feb. 1-2-3-8  
14-17-18-21-23. Mar. 1-3-8-9-11-14-15-16-17-18-21-22-23-24-25-28-29-30-31. 17/10/1926  
4-5-6-8-11-12.

Total No. of Visits