

Rpt. **DISCLOSED**
SECTION

STEEL STEAMER OF MOTORSHIP.

DISCLOSED JAN 16 1939
SECTION

No.

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

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

No.

Date of completion of report **10th December, 1938** Port of **Montreal**
Survey held at **Sorel, P.Q.** Date First Survey **19th May, 1938** Last Survey **26th November 1938**

On the (State if Machinery fitted Aft and of Single, Twin or Triple Screw) **Single Screw Motorship "Petrolite"**

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) **Full scantling.** State Type of Erections **P, B. & F**

TONNAGE under 1212.29
Tonnage Deck...

CLASS **+100 A.I.**
Carrying Petroleum in bulk.

State if with freeboard as condition of Class **No.**

Built at **Sorel, P.Q.**

Do. of space or spaces between Tonnage Dk. and Upper Dk. 348.27

Length from fore part of stem to after part of stern most on summer L.W.L. See Sec. 3 (1a) **L 230.0**

Launched **22nd Oct 1938** Yard No. **65**

Total 1560.56

Breadth (greatest moulded) **B 39.0**

Builders **Marine Industries, Ltd**

Gross Tonnage 1560.56

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) **D 18.5**

Owners **Imperial Oil Shipping Co. Ltd**

Net Tonnage 856.16

1st Longitudinal Number (L x D) **= 8989.5**

Managers **H. J. Rahives**

2nd Numeral L x (B + D) **= 13253.8**

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

RED DIMENSIONS.

Framing Depth "d," at middle of length. See to top of Long. Sec. 3 (1d) **17-10 1/2**

Residence **Toronto**

Proportions—Depth to Length—Uppermost continuous deck to top of keel **12.46**

Port of Registry **Montreal**
(may be transferred to Vancouver)

Do. Long Bridge to top of keel **16' 9 3/4**

If surveyed while building, afloat, or in dry dock

Draught Moulded **16' 9 3/4**

Surveyed while building.

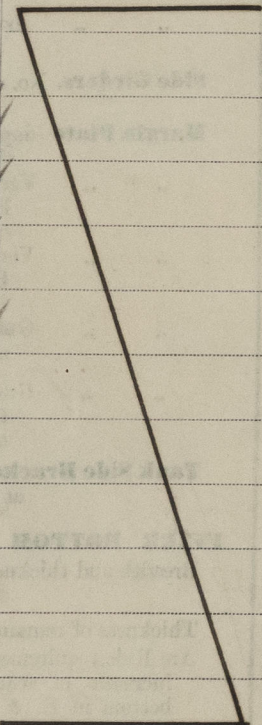
FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
For Long. Framing See attached.			Bracket Floors, Frame		
Spacing amidships Aft.	24 ✓		" " Reversed Frame		
" from 1/2 length amidships to Collision bulkhead	24 ✓		" " Vertical Struts		
" in peaks Fore	21" & 18" ✓		Centre Girder, depth and thickness amidships	45" 37 33 35 ✓	
Aft.	24 & 20 1/2 ✓		" " top Angles	3 3 38 ✓	
HING.	7 3 38 ✓		" " bottom Angles	3 3 44 ✓	
amidships, Angle, [or]			Side Girders, No. each side and thickness	2-44, 1-30 ✓	
" Extends up to	Main Deck ✓		Margin Plate depth (excl. of flange) and thickness	38" 36" ✓	
Frame Amidships, Angle	-		" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem		
" Extends up to	-		" " Vertical Angle to Tank side Bracket from forward 1/2 len. from stem to Panting Area		
of Framing Girder	7		" " Gussets, spacing and scantling abaft 1/2 len. from stem		
in Uppermost Continuous 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling from forward 1/2 len. from stem to Panting Area		
" Second 'tween Decks, Angle, [or]			Tank Side Brackets, height above base line at toe of Frame and thickness	10-44, 58-37 ✓	
" Third " " "			INNER BOTTOM PLATING.		
from 1/2 len. for'd. to 15% len. from Stem	Long. frs. ✓		Breadth and thickness of Middle Line Strake	50 ✓	
in Peaks, Angle or [6 3 34 ✓		Thickness of remainder in Holds Fore	32 ✓	
ter and Spacing of Rivets through Frame and Shell Plating amidships	Welded. ✓		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 ✓	
Frame Joggled	No. ✓		BEAMS.		
scantlings and arrangements in the lining Area in accordance with the Rules or as approved?	Yes. ✓		Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
scantlings and arrangements in way of Bottom Forward in accordance with Rules and/or as approved?	Yes. ✓		" " in way of Bridge, Angle, [or]		
BOTTOM.			Spacing		
Depth and thickness at mid-line in Holds			Second Deck, amidships, Angle, [or]		
Height of Brackets at side above base line at toe of frame			Spacing		
Line Keelson, on Floors, Angles, [or]			Third Deck, amidships, Angle, [or]		
" " Through Plate or Intercostal Plate			Spacing		
" " Foundation Plate on Floors			Fourth Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles			Spacing		
Keelsons, No. each side			Poop Deck, Angle, [or] Inverted.	5 1/2 3 34 ✓	
" thickness of Intercostal Plate			Spacing	on every frame ✓	
" Angles			Bridge Deck, Angle, [or] Inverted.	5 1/2 3 34 ✓	
Bottom.			Spacing	24 ✓	
Floors, thickness and spacing	Aft. 40-24 32-24 Fore		Forecastle Deck, Angle, [or] Inverted.	5 1/2 3 34 ✓	
" Are Frame and Reversed Frame joggled?	No. ✓		Spacing	on every frame	
Deck Floors, breadth and thickness at middle line	None ✓				
" breadth and thickness at margin plate					

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.....		<i>As below</i>		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			
" " " "		<i>One 3rd. on d.</i>		Thickness of Plating abreast Deck openings in way of Bridge			
" in Holds <i>Two Rows.</i>		<i>66.6" x 2 1/2" x 3 1/2" spaced 8'0"</i>		Thickness of Plating within line of openings...			
" in E.R. <i>Two Rows</i>		<i>4 1/2" dia. solid spaced 12'0"</i>		If Sheathed, material and thickness			
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing.....		<i>8' x 50" B.P.</i>		Stringer Plate, breadth and thickness.....			
Plating, thickness of		<i>8' x 40" B.P.</i>		If Plated, state thickness.....			
		<i>35 - 41</i>		Fourth Deck.			
STRINGERS AND DECKS.				Stringer Plate, breadth and thickness.....			
Uppermost Continuous Deck.				If Plated, state thickness			
Stringer Plate, breadth and thickness in Wells		<i>57 x 60 - 43</i>		Poop Deck.			
" " " " in way of Bridge		<i>57 x 60</i>		Stringer Plate, breadth and thickness		<i>55 x 32</i>	
" Angle in Wells		<i>6 6 50</i>		Plating, Sheathing, material and thickness ...		<i>None.</i>	
Thickness of Plating abreast Deck openings in way of Wells		<i>.37</i>		Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge		<i>.37</i>		Stringer Plate, breadth and thickness.....		<i>.32</i>	
Thickness of Plating within line of openings...		<i>.37</i>		Plating, Sheathing, material and thickness ...		<i>Through out. None.</i>	
If Sheathed, material and thickness		<i>None.</i>		Forecastle Deck.			
Second Deck.				Stringer Plate, breadth and thickness.....		<i>.32</i>	
Stringer Plate, breadth and thickness in Wells...		-		Plating, Sheathing, material and thickness ...		<i>Through out. None.</i>	

SHELL PLATING.

SCANTLINGS.					RIVETING.								
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			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	66	.64	.54	.52									
„ DBLG. (if any)		None.											
BOTTOM PLATING, No. of Strakes	A 60	.44	.46	.40									
BILGE PLATING, No. of Strakes	B 60	.44	.46	.40									
SIDE PLATING, No. of Strakes	C 60	.44	.44	.40									
UPPER DECK, Sheer-strake in Wells	D 72	.46	.44	.40									
UPPER DECK, Sheer-strake in Bridge ...	E 72	.46	.44	.40									
STRAKE BELOW Sheer-strake in Wells	F 72	.66	.50	.44									
STRAKE BELOW Sheer-strake in Bridge ...													
POOP SIDE PLATING	-	-	-	-									
BRIDGE SIDE PLATING ...	-	.4	-	-									
FOREC'TLE SIDE PLATING	-	-	.44	-									
All shell plating butts and seams vee butt welded. ✓													

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—

Extending to Upper Deck (Sec. 3 c) *Ten* ✓

" Deck next below -

As per Rule *Four.*

STIFFENERS.

	Plating Thickness.	VERTICAL.				HORIZONTAL.			
		Scantlings.		Spacing.		Scantlings.		Spacing.	
MIDSHIP BULKHD, Upper 'tween decks	<i>#37, 43 & 49</i>	<i>41"-35"</i>	<i>29" x 39"</i>	<i>8'-10"</i>	<i>8" x 16" B.P.</i>	<i>24"</i>			
" " Second	<i>#55, 61 & 67</i>	<i>41"-35"</i>	<i>29" x 39"</i>	<i>8'-10"</i>	<i>8" x 13 1/2" B.P.</i>	<i>24"</i>			
" " Third	<i>#34</i>	<i>41"-30"</i>	<i>6" x 3 1/2" x 38"</i>	<i>30"</i>	<i>8" x 16" B.P.</i>	<i>24"</i>			
" " Holds	<i>#69</i>	<i>41"-35"</i>	<i>29" x 39"</i>	<i>8'-10"</i>	<i>8" x 13 1/2" B.P.</i>	<i>24"</i>			
COLLISION " (in Hold)	<i>#85</i>	<i>37"-30"</i>	<i>Chain locker sides</i>	<i>8" x 13" B.P.</i>	<i>24"</i>				
AFTER PEAK "	<i>#6-10</i>	<i>37"-30"</i>	<i>8" x 13" B.P.</i>	<i>24"</i>	<i>W.T. Flat.</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>Upper Lower</i>	<i>7 1/2" x 1 1/2"</i>	<i>F. S.</i>	<i>Per Plan Can. Fdry & Forging.</i>
STERN FRAME { Propeller Post	<i>C.S.</i>	"	"	<i>Can. Car & Fdry</i>
{ Rudder "	<i>C.S.</i>	"	"	"
Speed of Vessel	<i>11 1/2 knots.</i>			
RUDDER—Type.....	<i>Ordinary.</i>			
" A x D	<i>321</i>			
" Diam. of head	<i>9 3/4"</i>	<i>F.S.</i>	<i>Can. Fdry & Forging.</i>	
" Mainpiece at top pintle	<i>8 3/4" x 5 1/4"</i>	<i>C.S.</i>	<i>Can. Car. & Fdry</i>	
" " heel ...	"	<i>C.S.</i>	"	"
" how constructed	<i>Riveted & welded.</i>			
" double or single plate	<i>Double 7/16" plates - Y.P. Filling.</i>			
" coupling, vertical or horizontal	<i>Horiz. 6-3" Fitted bolts.</i>			

STEEL.

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

Bethlehem Steel Co. Johnstown, Pa. Worh Steel Co. Claymont, Del.
Carnegie-Illinois Steel Corp. Pittsburg, Pa. Colvilles Ltd, Motherwell.

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

EQUIPMENT No. 14133										LETTER <i>b</i>	ANCHORS.
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	
97373	1st Bower	31	0	14	29	9	1	14	30 1/2		N. Hingley
97367	2nd "	29	3	23	28	12	2	0	2		N. Hingley & Sons, Ltd.
97374	3rd "	26	2	0	26	0	0	0	26		Netherlan, 18.5.38. J.F. Kell
	Collective weight.	87	2	9					87		" 11.5.38 "
97439	Stream	8	0	7	2	0	21	10	5	0	" 18.5.38 "

CHAIN CABLES.										HAWERS 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.	Tons.	Length. Cir.					
	Fathoms. Ins.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.			Fathoms. Ins.					Fathoms. Ins.							
108846	120 1/2 1 5/8	47.5	66.5	160-2-0			240 1 5/8	Stud Link	N. Hingley & Sons	Netherlan 11.6.38 J.F.K.	TOWLINE	90 3 1/2	35						
108845	120 1 5/8	"	"	159-2-21				"	"	" 8.6.38 "	HAWERS & WARPS	90 6	-						
												90 5	-						
Iron Stream Chain of Steel Wire	75 3 3/4	45	-	-	-	-	75 3 3/4	6x24	Keatings Ltd	5/24/315/30148/2.		-	-	-	-	-	-	-	-

Steering Gear, Type (Power or hand) *Donkin Hydraulic* Alternative Means of Steering *Hand Gear aft.*

Steering Chains (Size and Test) *None.* Windlass *Clarke Chapman Electric* Boats *2-21'x7-3'x2-9' Steel.*

Ceiling in Holds, thickness and material *2 1/2" White Pine.* Cargo Battens, thickness, material and spacing *-*

Cargo Hatchways.—(Upper Deck) *6-24" diam. 10-36" diam. All coamings 40x24"* Thickness of Hatches *1/2" Steel hinged.*

Size of Hatchways No. 1 (Fwd.) *8'x8' Trunked* No. 2 *-* No. 3 *-* No. 4 *-* No. 5 *-* No. 6 *-*

Number of Shifting Beams and/or Fore and Afters *38' Steel cover on Fore dk. hatch with 2-5'x3'x3/8" F. & A. Stiffeners.*

Builder's Signature *Edmund* MARINE INDUSTRIES LIMITED. GENERAL SUPERINTENDENT

GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel *Motorship*

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *Oil Tanker.* The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).

This vessel has been built according to the approved plans, Secretary's letters and to the Rules of this Society.

Materials and workmanship are good.

The vessel is intended to carry petroleum in bulk.

The oil fuel tanks, cargo tanks, cofferdams, peak tanks and double bottom tanks have been tested according to the requirements of the Rules and found satisfactory.

The amount of Entry Fee £ *\$ 25 00*

Special Survey Fee.... £ *\$ 1200 00*

Montreal Exp. \$ 132 00

Travelling Expenses, if any £ \$ 123 00

New York Exp.

Fees applied for, *3rd Dec. 1938.*

Received by me, *17. 2. 19. 39*

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

Carrying petroleum in bulk

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

Signature *A. Hislop.*

Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to *Montreal* Date of issue *7/1/39*

Committee's Minute *FRI 3 FEB 1939*

Character assigned *+100 A.1*

Carrying petroleum in bulk

Lloyd's ascp

Electrically welded

White hull

Oil tank

LB 1000

Jan. 11. 38

Oil tank

LB 1000

011757-011765-0182 313

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.)

Sister ship "Imperial", Collingwood Shipyards Ltd No 89 - see Toronto Report.

List of Approved Plans.

Number	Title	Number	Title	Number	Title
✓ 65-1	General Arrangement - Plans.	✓ 65-23	Poop, Bridge & Forecastle Decks.	✓ A1-8576	Mar. Red? - Main Pinion Detail
✓ 65-2	" " - Profile.	✓ 65-24	Ford Bilge & Ballast Pumping.	✓ A2-6565	" " L.S. Shaft Coupling.
✓ 65-3	Midship Section & O.T. Trans. Bld.	✓ 65-28	Engine Casing	✓ A2-6566	" " H.S. " "
✓ 65-4	Typical End Sections.	✓ 65-35	Masts, Fitting & Derrick Flgs.	✓ A2-6573	" " Thrust Brg. Cover.
✓ 65-5	Steel Profile & Decks.	✓ 65-36	Arrangement of Machinery.	✓ A2-6574	" " L.S. Shaft Detail
✓ 65-6	Sections at Fore Hold & E.R.	✓ 65-37	Propelling Machy. Foundations.	✓ B2-6563	" " Relationships of Units.
✓ 65-7	C* Line O.T. Bulkhead.	✓ 65-38	Bulkheads under Poop Deck.	✓ B1-8585	" " Main Gear Detail.
✓ 65-8	Framing, Tank Top, etc.	✓ 65-39	" " Bidge. & Forecastle Dks.	✓ 02-6556	" " General Arrang ^t
✓ 65-9	Stern Bar.	✓ 65-40	Midship Deckhouses.	✓ C2-6574	" " Piping Arrang ^t
✓ 65-10	Stern Frame.	✓ 65-51	Fuel Oil Transfer System.	✓ C2-6575	" " Sectional Arrang ^t
✓ 65-11	Rudder Stock & Frame.	✓ 65-53	Shafting.		
✓ 65-12	Keel & Centre Girder.	✓ 65-54	Steady Bearing.	✓ 512/38	Tiller for Hydr. Steering Gear.
✓ 65-13	Transverses.	✓ 65-64	Stern Tube.	✓ 518/38	Quad. & Pinion - Over-head Hand Gear.
✓ 65-14	Scheme of Welding.	✓ 65-73	L.O. & Starting Air Systems.		
✓ 65-15	Shell Expansion - Fore End	✓ 65-80	Fore & Aft Gangway.		
✓ 65-16	" " - Aft "	✓ 65-107	Cargo Piping.		
✓ 65-17	Middle O.T. Bulkheads.	✓ 65-123	Elect. Wiring - General Arrg ^t		
✓ 65-18	Fuel Oil Bunker Bulkheads, etc.	✓ 65-124	" " - Engine Room.		
✓ 65-19	Bulkheads #69 & #85.	✓ 65-176	Diagram of Bilge Suctions.		
✓ 65-20	Web Frames.	✓ 25C7JB	" " Lub. oil System.		
✓ 65-21	Side Stringers & E.R. Flat.	✓ 30C7JB	" " Cooling Water "		
✓ 65-22	Main Deck.				

(NO PLANS RECD WITH FE. ROT 16/1/39 - JHB)

PARTICULARS OF ELECTRIC WELDING *(if employed)*

Vessel of all-welded construction ✓

Lincoln "Fleetweld No 5" approved electrodes used throughout.

Butts and seams of shell plating, deck plating, tank top, etc., vee butt welded.

Longitudinals, bulkhead stiffeners, main frames, beams, floors, intercostals, etc., intermittent welded.

O.T. & W.T. Bulkhead boundary angles, deck stringer angle, etc, full welded both toes and heel, continuous.

Tank margin angle, etc., contin. full welded at toes, light contin. weld at heel.

Bottom frames fore to shell and floors, full confin. welded at toes and heel

SPECIAL NOTATIONS:—*Either as part of the vessel's class or for record in the Register Book*

Carrying Petroleum in Bulk

Longitudinal Framing. ✓ Electrically Welded.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	17 cwt. 3 qrs. 5 lbs ✓	W.H	Certificate N° 6506	2 nd April 1937	Antwerp
	2nd "	17 " 3 " 9 " ✓	W.H.	" " 6507	2 nd April 1937	"
	3rd "	13 " 0 " 6 " ✓	J.F.R.	" " 2313	10 th April 1937	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 62.0 ft. BOD

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. 170138 Signal Letters VCBY Extreme Breadth over Belting

No. and Material of Decks One - Steel. (Circ. 1011)

Parts of Bottom of Vessel coated with cement or approved composition *Cement in Fore & Aft Peaks, also bitumastic solution and enamel.*
Bitumastic solution & enamel in E.B. Double Bottom, Pump Room and Double Bottom forward.

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:-

(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)

(b) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	-	-	Fore peak tank, <i>Fr. 85- Stem.</i>	<i>14.0</i>	<i>55.45</i>
Double bottom, under Engines and Boilers,	-	-	After peak tank, <i>Transom to Fr. 10</i>	<i>20.0</i>	<i>63.46</i>
Double bottom, if under Engines only, <i>Feed Water</i>	<i>32.0</i>	<i>44.58</i>	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-	-
Double bottom, forward,	<i>32.0</i>	<i>20.79</i>	Other tanks, if fitted, <i>Catterdam Ford P. & S.</i>	<i>4.0</i>	<i>78.54</i>
Total length (if continuous) and Capacity	-	<i>65.37</i>	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 113

Date 2nd Feb. 1938

Dates of Surveys

1938, May 19, June 16, 23, 27, July 9, 17, 19, Sept. 28

Oct. 5, 13, 20, 22 (2 visits) Nov. 1, 4, 7, 15, 19, 26 (2 visits)

Total No. of Visits