

STEEL STEAMER or MOTORSHIP.

Received at London Office 12 JUL 1935

Date of completion of report

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

State if Report is sent on the Machinery of the Vessel

Survey held at

Date First Survey

Port of

No. 6931

Last Survey

19 35

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

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

State Type of Erections

TONNAGE under Tonnage Deck

CLASS

State if with freeboard as condition of Class

No.

Built at

Launched

Yard No.

Builders

Owners

Managers

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

Residence

Port of Registry

If surveyed while building, afloat, or in dry dock

Do. of space or space between Tonnage Deck and Upper Deck

Total

Gross Tonnage

Register Tonnage

REGISTERED DIMENSIONS.

FEET.

Length

Breadth

Depth

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

Breadth (greatest moulded)

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

1st Longitudinal Number (L x D)

2nd Numeral L x (B + D)

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

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

Do. Long Bridge to top of keel

Draught Moulded

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		SEE LONG. FR. REPORT.		Bracket Floors, Frame			
" " from $\frac{3}{4}$ length to Collision bulkhead		✓		" " Reversed Frame		✓	
" " in peaks		24"		" " Vertical Struts		✓	
" " FRS. 77 TO 87		26"		Centre Girder, depth and thickness amidships		6'-0" AND 4'-6"	
" " 9 TO 10		28"		" " top Angles		12" x 12" x 12-4	
" " 11 TO 12		30"		" " bottom Angles		12" x 12" x 11-1	
" " 13 TO 14		32"		" " bottom Angles		12" x 12" x 12-8	
Frame Amidships, Angle, [or]		✓		Side Girders, No. each side and thickness		THREE, 14"	
" " Extends up to		✓		Margin Plate depth (excl. of flange) and thickness		✓	
Reversed Frame Amidships, Angle		SEE LONG. FR. REPORT.		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		✓	
" " Extends up to		✓		" " Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		✓	
Depth of Framing Girder		✓		" " Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		✓	
Frames in Uppermost Continuous 'tween Decks, Angle, [or]		✓		" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		✓	
" " Second 'tween Decks, Angle, [or]		10" x 12" x 24-2		Tank Side Brackets, height above base line at toe of Frame and thickness		✓	
" " FORWARD, OUTSIDE A. PEAK		8" x 12" x 16"		INNER BOTTOM PLATING.			
" " AFT, OUTSIDE A. PEAK		10" x 12" x 24-2		Breadth and thickness of Middle Line Strake		8" x 1/2"	
Framing in Peaks, Angle, [10" x 12" x 24-2		Thickness of remainder in Holds		1/2"	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships		10" x 12" x 24-2		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?		✓	
State if Frame Joggled		NO		BEAMS.			
PANTING ARRANGEMENTS (Sec. 7), state system and particulars		4 channels each side		Uppermost Continuous Deck, amidships in Wells, Angle, [or]		✓	
STRENGTHENING OF BOTTOM FORWARD. State Particulars		4 Keelsons FRS 77 TO 87		" " in way of Bridge, Angle, [or]		✓	
SINGLE BOTTOM.				Spacing		✓	
Floors, 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		✓	
Middle Line Keelson, on Floors, Angles, [or]		✓		Third Deck, amidships, Angle, [or]		✓	
" " Through Plate or Intercoastal Plate		✓		Spacing		✓	
" " Foundation Plate on Floors		✓		Fourth Deck, amidships, Angle, [or]		✓	
" " Flat Plate Keel Angles		✓		Spacing		✓	
Side Keelsons, No. each side		✓		Poop Deck, Angle, [or]		6" x 12" x 10-1	
" " thickness of Intercoastal Plate		✓		Spacing		24, 28, 30, 32	
" " Angles		✓		Bridge Deck, Angle, [or]		✓	
DOUBLE BOTTOM. (IN MACH. SP.)		N.W.T. 14" x 17"		Spacing		✓	
Solid Floors, thickness and spacing		N.W.T. 12"		Forecastle Deck, Angle, [or]		6" x 12" x 17-3	
" " Are Frame and Reversed Frame joggled?		YES		Spacing		24, 28, 30, 32	
Bracket Floors, breadth and thickness at middle line		✓					
" " 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.....	✓			
„ in 'tween Decks, Size and Spacing.....	✓			
„ „ „ „ „	✓			
„ in Holds „ „	✓			
„ „ „ „ „	✓			
Centre Line Bulkhead.				
Stiffeners and Spacing.....	15" to 10", 51 1/2" to 10" to 9" 1/2"			
Plating, thickness of	1/4" to 1/2"			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	89" to 80"			
„ „ „ „ in way of Bridge	84 x 77			
„ Angle in Wells	6 x 6 x 1/2"			
Thickness of Plating abreast Deck openings} in way of Wells	✓			
Thickness of Plating abreast Deck openings} in way of Bridge	✓			
Thickness of Plating within line of openings...	✓			
If Sheathed, material and thickness	✓			
Second Deck.				
Stringer Plate, breadth and thickness	70 1/4 x 46			
Stringer Plate, breadth and thickness in way of Bridge	46			
Plating, Sheathing, material and thickness	1/2"			
Third Deck.				
Stringer Plate, breadth and thickness.....	✓			
If Plated, state thickness.....	✓			
Fourth Deck.				
Stringer Plate, breadth and thickness.....	✓			
If Plated, state thickness	✓			
Poop Deck.				
Stringer Plate, breadth and thickness	41 1/2 x 44 to 38			
Plating, Sheathing, material and thickness	1/2"			
Bridge Deck.				
Stringer Plate, breadth and thickness.....	43 x 44			
Plating, Sheathing, material and thickness	1/2"			
Forecastle Deck.				
Stringer Plate, breadth and thickness.....	46 (11.2") 38			
Plating, Sheathing, material and thickness	1/2"			

SHELL PLATING.

SCANTLINGS.						RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.		No. of ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.	
	Breadth.	Thickness.	Thickness.	Thickness.			SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.		Spacing cr. to cr.
	Inches.	Inches.	Inches.	Inches.									
FLAT PLATE KEEL	59	1.06	.82	.82	15" TO 19"	Double	1 1/8	4 1/2	Double	1 1/8	3 1/2	Double chaps	
" DBLG. (if any)	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	
BOTTOM PLATING, No. } of Strakes 5404...513E	4	.74	1c.74 1c.52	.52		Double	1	4	Special combination fullhead and shell double	✓	✓	Single	
BILGE PLATING, No. of } Strakes 5404...510E	1	.74	.52	.52		"	1	4	Double	1	3 1/8	Double chaps	
SIDE PLATING, No. of } Strakes 5404...510E	4	.66	.50	.50		Double edge	7/8	3 1/4	Quad.	7/8	3 1/4	Capped	
UPPER DECK, Sheer- } strake in Wells.....	66 1/2	.92	.50	.50		Double	1 1/8	4 1/2	Double	1 1/8	4 1/2	Double chaps	
UPPER DECK, Sheer- } strake in Bridge ...	66 1/2	1.18 + .92	✓	✓		"	1 1/8	4 1/2	"	1 1/8	4 1/2	"	
STRAKE BELOW Sheer- } strake in Wells.....	73	.80	.50	.50		"	1	4	Quad.	1	4	Lapped	
STRAKE BELOW Sheer- } strake in Bridge ...	78	.80	✓	✓		"	1	4	"	1	4	"	
POOP SIDE PLATING	✓	✓	✓	.62 TO .62		Single	7/8	3 1/4	Double	7/8	3 1/4	"	
BRIDGE SIDE PLATING ...	✓	.60 + .64	✓	✓		Double	7/8	4	Double	7/8	3 1/4	"	
FOREO'TLE SIDE PLATING	✓	✓	.44	✓		Single	7/8	3 1/4	Double	7/8	3 1/4	"	

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	17	
Extending to Upper Deck (Sec. 3 c)	17	13 to U DR
„ Deck next below	✓	4 to 2nd DR
As per Rule	✓	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM	FORGING	11 x 2 7/8	METH. STL. C.	✓
	CASTING	-	PENN. STL. C. CO.	
STERN FRAME {				
Propeller Post	CASTING		STANDARD	
			STL. COY	
Rudder	CASTING		DITTO.	
RUDDER —A x D. (1.61 - 4.47) x 2.89			See plans	
(BALANCED)	14		-	
Speed of Vessel				
RUDDER mainpiece at head ...	CASTING.		PENN. STL. C. COY.	
" " heel ...	"		DITTO.	
" how constructed {	FORGED STEEL.		FRIE F. C.	
	CAST STL. FRAME.		=	
" double or single plate	STEEL PLATES		=	
" coupling, vertical or	DOUBLE			
" horizontal	HORIZONTAL			

		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL.	
			Scantlings.	Spacing.	Scantlings.	Spacing.
(SEE ALSO LONG. FR. REPORT)						
MIDSHIP BULKH'D, Upper tween decks		✓	✓	✓		
"	" Second "	1/2" - 1/2" (IN SUMMER TR.)	7		10 x 1 1/2" = 27.2 9 x 1 1/2" = 22.5 9 x 1 1/2" = 21.6	20
"	" Third "	✓	✓	✓		
"	" Holds	1/2" - 1/2"	✓	11	15. 12. 10 10. 9	20 22 1/2
COLLISION " (in Hold)		1/2" - 1/2"	10 x 1 1/2" = 27.5 10. 9	10 10	✓	✓
AFTER PEAK "		1/2" - 1/2"	10 x 1 1/2" = 26.6 10. 9	10 10	✓	✓

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture).
all plates made by the U.S. Steel Corporation (see reports with this ship. No. 44)
all structural material made by Bethlehem Steel Corp. ditto.
Has the Steel been tested as required by the Rules? Yes. Tearing & Corrosion reports attached.
(List of reports forwarded, is also attached)

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.)

namely, lower edge of 2nd and 3rd strakes below sheerstrake are double riveted, for expansion approved and as shown on the approved shell expansion plans.

Specially designed diamond doublers are fitted on A. B. C. D. strakes (Nos) within the extent of the main cargo oil tanks. These doublers combine the function of butt straps and the usual shell doublers at bulkheads in vessels of the bracketless type (See approved plan). The shell plates are also fixed at the butts in way of these diamond doublers and electrically welded from the inside. All welding on this vessel is of "Leadweld" approved electrodes.

The side shell and deck doublers are arranged as shown on the approved plans.

Holes in all O.T. and W.T. work including shell, deck and bulkheads were punched $\frac{1}{8}$ " smaller and reamed out to $\frac{1}{2}$ " larger than the rivet.

The chain cables are of cast steel and were tested to our requirements.

The vessel is fitted for burning oil fuel. F.P. above 150°F. The requirements of Section 20 have been complied with. This fuel is carried in the fuel oil tanks immediately forward of the machinery space.

The vessel is fitted with a Gyro. Compass, Direction Finder, Echo sounding device, a steam smothering system, and the CO₂ (Lux-Lich) fire extinguishing system.

Copies of the approved plans were forwarded to London on completion of the sister vessel "SOCONY-TAQUUM" HULL NO. 4114, PHILADELPHIA REPORT NO. 6889. A copy of the Midship Section and general arrangements are attached hereto. Copy of insurance certificate is attached.

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

1st Bower
2nd "
3rd "

To. 12423
" 12421
" 12425

11425-Br.
10580 "
9175 "

W.B.
"
"

29.6.54
"
"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 103 ft., R.Q.D. ✓ ft., Bridge 34 ft., Forecastle 48.5 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) 2 dks (S+L), web frames. Longitudinal framing. Official No. 233865; Signal Letters WNFU. Is bottom of Vessel coated with cement ✓ 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, UNDER ENGINES FR. 11-18	16-7½"	89.0	Fore peak tank,	35'	44.9
Double bottom, under Engines FR. 18-20	28-6"	85.4	After peak tank,	16'	62.6
Double bottom, under Engines FR. 20-40	25-5"	23.1	COFFERDAM aft,	3-6"	23.1
Double bottom, if under Boilers only,			COFFERDAM	4-0"	40.0
Double bottom, forward,			Other tanks, if fitted, (WINGS ONLY) DTF	22'	70.0
Total capacity of double bottom	70-6"	197.5	(If necessary, furnish further information by sketch.)		

Order for Special Survey No. 485 Date Jan. 19. 1954. Dates of Surveys held while building 1954. Jan. 16. 18. 19. 26. Feb. 2. 5. Mar. 9. 22. April 9. May 17. 22. 24. 31. June 5. 11. 14. 19. 20. 26. 27. 29. July 3. 5. 6. 9. 11. 12. 13. 16. 18. 19. 24. 25. 26. 31. Aug. 1. 6. 8. 13. 15. 22. 26. 27. 29. Sept. 4. 6. 10. 12. 20. 25. 27. 28. Oct. 2. 4. 8. 10. 18. 22. 29. 31. Nov. 6. 7. 8. 18. 19. 20. 22. 23. 26. 28. Dec. 1. 3. 6. 10. 12. 13. 17. 18. 19. 20. 21. 28. 31. 1955. Jan. 2. 3. 9. 11. 16. 18. 20. 21. 23. Feb. 1. 5. 6. 11. 12. 15. 19. 24. 25. 27. Mar. 1. 5. 7. 12. 15. 17. 22. 27. April. 2. 8. 9. 19. 23. May. 1. 7. 8. Total No. of Visits 124

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.		Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Bulkheads to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Ins.			Ins.
Framing of L, L or C		7	4 x 1/2 x .38												7/8	5/4	1 1/8 AT	6
Frames in Bridge 'tween Decks		7	9 x 1/2 x .44	7	8 x 1/2 x .40													
Frames from Uppermost Continuous Deck																		
" 2		7	DITTO		DITTO													
" 3		7	10 x 1/2 x .46		DITTO													
" 4		7	10 x 1/2 x .52		DITTO													
" 5			DECK															
" 6		7	12 x 1/2 x .45	7	8 x 1/2 x .40										7/8	5/4	1 1/8 AT	
" 7			DITTO		DITTO													
" 8		7	12 x 1/2 x .50	7	8 x 1/2 x .46													
" 9		7	{ 12 x 1/2 x .40 12 x 1/2 x .44	7	9 x 1/2 x .44													
" 10			DITTO		9 x 1/2 x .50													
" 11		7	{ 12 x 1/2 x .40 12 x 1/2 x .44	7	10 x 1/2 x .46												1 1/8 TRANS	
" 12			DITTO		DITTO													
" 13		7	{ 12 x 1/2 x .44 12 x 1/2 x .44		DITTO													
" 14		7	{ 12 x 1/2 x .44 12 x 1/2 x .44	7	10 x 1/2 x .46													
" 15		7	{ 12 x 1/2 x .44 12 x 1/2 x .44	7	12 x 1/2 x .45										1	6	1 1/2 TRANS	
" 16			DITTO		DITTO													
Spacing of Longitudinal Frames																		
Amidships																		
At Ends																		
Double Bottoms																		
Tank Top Longitudinals																		
Bottom																		
Spacing of Longitudinals																		
Amidships																		
At Ends																		
Transverses.																		
In Bridge																		
'tween Decks																		
Depth and Thickness			10 x .38	10 x .38														
Face Angles			1/4 FL.	6 x 1/2 x .50														
Lugs to Shell*			1/2 x 1/2 x .38	1/2 x 1/2 x .38														
In SUMMER																		
Upper 'tween Decks.																		
Depth and Thickness			42-56 x .44															
Face Angles			6 x 1/2 x .44															
Lugs to Shell*			6 x 6 x .44															
In V																		
Upper 'tween Decks.																		
Depth and Thickness			70 x .50	78-84 x .40	42-50 x .40	78-84 x .42												
Face Angles			12 x 1/2 x .62	6 x 1/2 x .50	6 x 1/2 x .44	6 x 1/2 x .44												
Lugs to Shell*			6 x 6 x .50	6 x 6 x .50	12 x 1/2 x .38	12 x 1/2 x .38												
In Hold.																		
Back Bars			4 x 1/2 x .50															
Brackets																		
Spacing of Transverse Frames																		
State if joggled or liners.																		
Longitudinal Beams of L, L or C																		
Bridge Deck																		
Upper			8 x 1/2 x .52	6 x 1/2 x .34	6 x 1/2 x .34													
Second			10 x 1/2 x .58	8 x 1/2 x .40	7 x 1/2 x .32													
Third																		

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.

S/S "MAGNOLIA"
(CONTINUATION OF 1ST ENTRY REPORT.)

Midship O.T. Larva Bulbhead:-

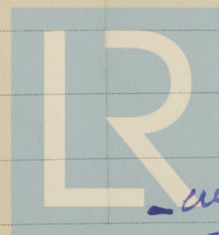
Horizontal stiffener	No. 1 (from top)	9 x 1/2 x .44	RIBS AND SPACING 7/8" SP 1/4"	SPACING AT WEBS 5/4"	SPACING AT ENDS 3/8" FOR 7 SPACES
"	2	"	"	"	"
"	3	[9 x 1/2 x .50	"	"	"
"	4	[10 x 1/2 x .54	"	"	"
"	5	"	"	"	"
"	6	[10 x 1/2 x 1/2 x .58	"	"	"
"	7	[10 x 1/2 x 1/2 x .42	7/8" SP 3/8"	3/16"	"
"	8	"	"	"	"
"	9	[12 x 1/2 x 1/2 x .45	"	"	"
"	10	"	"	"	"
"	11	"	"	3/8"	"
"	12	[12 x 1/2 x 1/2 x .50	"	"	"
"	13	[15 x 1/2 x 1/2 x .40	"	"	"
"	14	"	"	"	"

Note:- Ends of all Trans. Bulbhead stiffeners are full welded for 12" each side and around ends.

Midship C.B. Bulbhead:-

Horizontal stiffener	No. 1 (from top)	9 x 1/2 x .44	7/8" SP 1/4"	5/4"	3/8" FOR 7 SPACES
"	2	"	"	"	"
"	3	"	"	"	"
"	4	[10 x 1/2 x .48	"	"	"
"	5	[10 x 1/2 x .54	"	"	"
"	6	[10 x 1/2 x 1/2 x .42	"	3/16"	"
"	7	[12 x 1/2 x 1/2 x .45	"	"	"
"	8	"	"	"	"
"	9	"	"	"	"
"	10	[12 x 1/2 x 1/2 x .50	"	"	"
"	11	[15 x 1/2 x 1/2 x .40	"	3/8"	"
"	12	"	"	"	"
"	13	[15 x 1/2 x 1/2 x .42	"	"	"
"	14	[15 x 1/2 x 1/2 x .52	"	"	"

Note:- Ends of all C.B. Bulbhead stiffeners are full welded for 12" each side and around ends.



© 2020

Lloyd's Register Foundation