

Permanente Metals Corp. Shipyard No. 2. Richmond, Cal.

Yard No. -

Liberty ship of the E.C.2 Type

Sister vessel to the "PIONEER"

Galakanta

Sent to Chief Surveyors.....

Received from Chief Surveyors.....

VESSEL'S NAME s.s. "JAMES D. PHELAN" REPORT Gal. No. 4813

For the CHIEF SHIP SURVEYOR and ~~CHIEF ENGINEER-SURVEYOR~~.

In cases which have to be submitted to the Classing Committee "the endorsement to contain a succinct summary of any repairs that have been required and to show the cause or causes of such repairs, and also to bring out clearly any exceptional features in connection with the case so that the Classing Committee may have all the salient points presented in the endorsement."—(Extract from Sub-Committee's Report, 24/5/92.)

Nature of Survey S.S. for Classification When due Alterations and Repairs.

This vessel was built in 1943 and classed with the American Bureau of Shipping.

Classification with this Society is desired.

Plans of midship section and general arrangement for this type of vessel have been examined at this office and the scantlings and arrangements found suitable for the class 100A-.

For further particulars see Circular May 1946 and endorsement 8.5.47 with First Entry Report on "PIONEER".

The GALVESTON, Tex. Surveyor on a First Entry Report and Rpt. 8, report (3.47) the scantlings and arrangements verified, the requirements for Vessels Not Built Under Survey and of a Special Periodical Survey complied with.

Structural reinforcements etc., as required for SAM ships, have been provided, except in way of door opening in deckhouse side recess.

"Subject to tunnel watertight door being altered to comply with the Rules, and to door opening in deckhouse side recess being reinforced as required for SAM ships at the first opportunity".

100A1 "Carrying oil F.P. above 150°F in deep tank aft"
3.47 Gal. "Fitted for oil fuel F.P. above 150°F"
'S.S. Gal. - 3.47'

Classed 3.47

2 Dks "Elec. welded"

Cell DB 368' 1256t, DTa 20' 762t, DTsf 61' 652t, FPT 138t, APT 152t

FK, 7BH

O.L. 441.5'

E.S.D.

21 " 12

Equipment letter for fees: "a" in red.

The Surveyor should be informed it is concluded the thickness of the upper deck stringer plate at the ends of the vessel is .52" as indicated on the approved midship section and not .40 as reported, that the thickness of the sheerstrake, strake below and side shell plating at the forward end of the vessel is .58" as approved and not .45" as reported, and that the masts and rigging have also been examined aloft, but he should state if this is so. So. Hi w m 9/1/47.

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