

STEEL STEAMER or MOTORSHIP.

Received at London Office

MAY 1947

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*

Date of completion of report

No. *198*Port of *Galveston Texas*No. *4813*Survey held at *Galveston*Date First Survey *17th February 1947*Last Survey *1st March*

1947.

On the

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

*S.S.**JAMES D. PHELAN*

(LIBERTY TYPE)

Single Screw

State Type

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

Full Scantling

State Type of Erections

TONNAGE under Tonnage Deck...

CLASS

100 A1

State if with freeboard as condition of Class

*No.*Built at *Richmond Cal.*

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 47.73*Launched *1943*

Yard No.

Remonte Metals Corp.

Breadth (greatest moulded)

*B 56.895*Builders *Shipyard No. 2*

Total

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

*D 37.33*Owners *Scindia Steam Navigation Co.*

Gross Tonnage

7176

Register Tonnage

4380

1st Longitudinal Number (L x D)

15594

Managers

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

2nd Numeral L x (B + D)

39363

Residence

REGISTERED DIMENSIONS. FEET.

Length

422.8

Breadth

57.0

Depth

34.8

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

24.9

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

*11.2*Port of Registry *Bombay*

If surveyed while building, afloat, or in dry dock

Afloat and in dry dock

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	<i>30</i> ✓		Bracket Floors, Frame	—	—
" " from <i>No. 1 Hold</i> to <i>Collision bulkhead</i>	<i>27</i> ✓		" " Reversed Frame	—	—
" " in peaks	<i>24</i> ✓		" " Vertical Struts	—	—
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>48 1/2 x 54 x 46</i>	
Frame Amidships, Angle, [or]	<i>12 x 4 x 40 lb.</i> ✓		" " top Angles	<i>C.G. welded to shell</i>	
" " Extends up to	<i>2nd deck</i> ✓		" " bottom Angles	<i>+ minor bottom</i> ✓	
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>1' x 38</i> ✓	
" " Extends up to			Margin Plate depth (excl. of flange) and thickness	<i>54</i> ✓	
Depth of Framing Girder	<i>12</i> ✓		" " Vertical Angle to Tank side	—	—
Frames in Uppermost Continuous 'tween Decks, Angle [or]	<i>6 x 3 1/2 x 18 lb.</i> ✓		Bracket abaft 1/4 len. from stem	—	—
" " Second 'tween Decks, Angle, [or]	<i>8 x 3 1/2 x 21 lb. (N:1 Hold)</i> ✓		" " Vertical Angle to Tank side	—	—
" " Third " " "			Bracket from forward 1/4 len. from stem to Panting Area	—	—
" " from 1/2 len. for'd. to 15% len. from Stem	<i>10 x 3 1/2 x 23 1/2 lb. shell</i> ✓		Gussets, spacing and scantling abaft 1/4 len. from stem	<i>Cont 12 x 44 (knuckled)</i>	
" " in Peaks, Angle or [or]	<i>8 x 3 1/2 x 20 lb.</i> ✓		" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	<i>Cont 15 x 44 (- " -)</i>	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8" 5 7/8" 5 3/4" Rule</i>		Frame Bottom		
State if Frame Joggled	<i>No.</i> ✓		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>86' x 44'</i> ✓	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	<i>as submitted</i> ✓		INNER BOTTOM PLATING.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	<i>as submitted</i> ✓		Breadth and thickness of Middle Line Strake	<i>60' x 56' x 44'</i> ✓	
SINGLE BOTTOM.			Thickness of remainder in Holds	<i>58' in Boiler Room</i> ✓	
Floors, Depth and thickness at mid-line in Holds			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>as submitted</i> ✓	
Height of Brackets at side above base line at toe of frame			BEAMS.		
Middle Line Keelson, on Floors, Angles, [or]			Uppermost Continuous Deck, amidships	<i>7 x 4 x 44 OA in angle</i> ✓	
" " Through Plate or Intercoastal Plate			" " in way of Bridge, Angle, [or]		
" " Foundation Plate on Floors			Spacing	<i>on every frame</i> ✓	
" " Flat Plate Keel Angles			Second Deck, amidships, Angle, [or]	<i>8 x 4 x 44 OA in</i> ✓	
Side Keelsons, No. each side			Spacing	<i>on every frame</i> ✓	
" " thickness of Intercoastal Plate			Third Deck, amidships, Angle, [or]		
" " Angles			Spacing		
DOUBLE BOTTOM.			Fourth Deck, amidships, Angle, [or]		
Solid Floors, thickness and spacing	<i>44' x 30'</i> ✓		Spacing		
" " Are Frame and Reversed Frame joggled?	<i>47' in Boiler Room</i> ✓		Poop Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line	<i>Floor E.W. to shell and inner bottom</i> ✓		Spacing		
" " breadth and thickness at margin plate			Bridge Deck, Angle, [or]		
			Spacing		
			Forecastle Deck, Angle, [or]		
			Spacing		

PILLARS AND DECKS.

PILLARS, No. of Rows	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.	Stringer Plate, breadth and thickness in way of Bridge	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.
in 'tween Decks, Size and Spacing.....	10x10x66 lbs I on hatch rails.							
in Holds	C.L. bulkheads.							
Centre Line Bulkhead.	8x3 1/2 x 21 1/2 on alt beams							
Stiffeners and Spacing.....	31							
Plating, thickness of.....	57 71	52 on later 88-47.						
STRINGERS AND DECKS.								
Uppermost Continuous Deck.								
Stringer Plate, breadth and thickness in Wells								
" " " " " in way of Bridge								
Angle in Wells	75	36						
Thickness of Plating abreast Deck openings in way of Wells								
Thickness of Plating abreast Deck openings in way of Bridge	40	36						
Thickness of Plating within line of openings.								
If Sheathed, material and thickness								
Second Deck.	57	40						
Stringer Plate, breadth and thickness in Wells								

SHELL PLATING.

STRAKES.	SCANTLINGS.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		RIVETING.				BUTTS.	
	AS IN VESSEL.					State if jogged?	SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS	RIVETS.		STRAPPED OR LAPPED.
	AMIDSHIPS.		FORWARD.	AFT.				Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Breadth.	Thickness.	Thickness.	Thickness.									
FLAT PLATE KEEL	60	88	88	88									
" DBLG. (if any)													
BOTTOM PLATING, No. of Strakes	A	64	64	64									
BILGE PLATING, No. of Strakes	D	64	64	64									
SIDE PLATING, No. of Strakes	E	63	58	45									
UPPER DECK, Sheer-strake in Wells	F	80	70	45	per letter 8-47.								
UPPER DECK, Sheer-strake in Bridge	G	80	63	58	45								
STRAKE BELOW Sheer-strake in Wells													
STRAKE BELOW Sheer-strake in Bridge													
POOP SIDE PLATING													
BRIDGE SIDE PLATING													
FORECASTLE SIDE PLATING													

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c) 7

" Deck next below 11 Bulkheads at frame 116

As per Rule 7

STIFFENERS.

	Plating Thickness.	VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	25	OA MW.			
" " Second	28	4" x 3 1/2 x 31	30		
" " Third	31	I section			
" " Holds	44	15 x 5 1/2 x 42	9 lbs 30" apart		
" " (in Hold)	50	7 x 4 x 3/8	24		
COLLISION AFTER PEAK	31	6 x 4 x 3/8	"		

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
KEEL, Bar		MS. 87 fashion plate		
STEM		MS. 10 x 3 F.B.		
STERN FRAME		C.S. shaped		
Propeller Post				
Rudder				
Speed of Vessel				
RUDDER—Type				
A x D				
Diam. of head		9 1/2		
Mainpiece at top pintle		16" OD x 1" thick built in rudder		
" heel		10" dia C.S. bottom pintle		
how constructed		Built and E.W.		
double or single plate coupling, vertical or horizontal		Double plate 43		
		Horiz 6-2 3/4" dia bolt		

STEEL.

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

In the requirements of the American Bureau of Shipping

Has the Steel been tested as required by the Rules?

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Collective Weight.

25370

194 1/2

Pittsburgh

Pittsburgh. 73.9.43

"JAMES D. PHELAN" - CHAIN CABLES

No. of Cert.	Length	Size	Statutory	Breaking	Description	Maker	Tested
O. 2821	15	2 1/8	258240	361530)	Mang.)	Pacific	Portland, Ore. 18.8.44
O. 2817	15	2 1/8	258240	361530)	Steel)	Chain	Portland, Ore. 18.8.44
O. 2831	15	2 1/8	258240	361530)	Stud)	&	Portland, Ore. 18.8.44
O. 2834	15	2 1/8	258240	361530)	Link)	Mfg.	Portland, Ore. 18.8.44
O. 2848	15	2 1/8	258240	361530))	Co.	Portland, Ore. 18.8.44
O. 4630	15	2 1/8	258240	361530))		Portland, Ore. 18.8.44
478	60	2 1/16	243930	341510))		Portland, Ore. 7.8.43
O. 542-A	135	2 1/16	243930	241510))		Portland, Ore. 19.9.43
on board)))		
468)	15	2 1/8	-	-))		

Cable on Board 300 fathoms

Cable in holds, thickness and material

Cargo Battens, thickness, material and spacing

6" x 5" - 3" clear.

0155 2/3

2 1/2"

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EQUIPMENT No. 39737

LITTER 2^E

ANCHORS.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
SF-117	1st Bower.....	8570	1685	127620	68	Baldt Stockless	Columbia Steel	San Francisco 28.9.43 A.B. Surveyor.
P 13715	2nd "	8400	"	125690	"	"	Baldt Anchor	Philadelphia.
P 13716	3rd "	8400	"	125690	"	"	+ Chain C°	12.6.43. A.B. Surveyor
	Collective Weight.	25370			194 1/2			
H2277.	Stream	3308	455	83220	19	Powell Stockless	Pittsburgh Steel Foundry	Pittsburgh. 23.9.43 A.B. Surveyor.

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.	Statutory. Breaking.	Supplied. Per Rule.	Length. Diam.					Length. Cir.	Tons.	Length. Cir.
Specified	300 2 1/8			270 2 1/8	Manila steel stud link	Pac. Chain & Mfg. Co.	Portland, Ore.	TOWLINE			120 4 3/4
Test.	52 1/8							HAWERS & WARPS			2x90 8
											2x90 7
Iron Stream Chain or Steel Wire	90 5	No certificate available.		90 5							

Steering Gear, Type (Power or hand) Steam Steering Gear (Telemotor) Alternative Means of Steering Blocks + S.W.R to after warping wheel

Steering Chains (Size and Test) none Windlass Steam Boats 4 at 24.0x8.0x3.75
2 lifeboats motor driven.

Ceiling in Holds, thickness and material 2. 2 1/8 in. up to 8. Cargo Battens, thickness, material and spacing 6x2" fir - 9" clear.

Cargo Hatchways.—(Upper Deck) Steel plates and angles E.W. Thickness of Hatches 2 1/2"

Size of Hatchways No. 1 (Fwd.) 33'9"x20' No. 2 35'x20' No. 3 20'x20' No. 4 35'x20' No. 5 35'x20' No. 6 —

Number of Shifting Beams and/or Fore and Afters No. 1, 2, 4 + 5 hatches each have 6 No. 3 hatch 3

Builder's Signature

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. Yes

(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo. Yes 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). See Rpt 8

This vessel was originally built under the special supervision of surveyors to the American Bureau of Shipping and was classed with that Society!

The planning and arrangements have been examined where exposed and found to be in accordance with the submitted drawings.

The special survey for classification has been completed (See Report 8) and the vessel's condition and standard of workmanship as now seen is considered to be good and satisfactory.

Oil can be carried as fuel in the No. 1, 2, 3, 5, & 6 D.B. Tanks and fuel or cargo oil can be carried in the No. 3 dup tank (P+S) F.P. above 150°F (See Report 8)

Particulars of the vessel's equipment were taken from the endorsed test certificate issued by the American Bureau of Shipping.

the amount of Entry Fee £ : See Rpt 8

Special Survey Fee..... £ : See Rpt 8

Travelling Expense, if any £ : See Rpt 8

Fees applied for, 19.

Received by me, 19.

(Special notations, where part of class, to be stated.)

I am of opinion the Vessel should be Classed

100 A1

(contemplated)

Signature

Surveyor to Lloyd's Register of Shipping.

whether the Vessel has been built under Special Survey

Certificate to be sent to

Date of issue

NEW YORK APR 16 1947

Committee's Minute

Character assigned 100 A1 3,47 GAL. subject.

S.S. GAL. 3,47. LMC-3,47

T.S. 2,47

Noted for oil fuel 100 A1 F.P. above 150°F.

NOTE - PART. ELEC. WELD.

CRUIER STERN.

E.S.D. - GYC. - D.F.

2 WT.B. 2 TOLLS (CH.)

ELEC. LIGHT.

CL.

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0155 3/3

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.)

The following plans are enclosed.

Midships Section Sig 702 S 11-11-1.
Subsided Profile - - - - - 1-312-S1-3-2.
Outboard Profile - - - - - 1-312-S1-3-4.
Stem Transom - - - - - 1-312-S11-8-1.
Copy of American Bureau of Shipping International Load Line Certificate.

The following modifications and reinforcements have previously been carried out.

- 1) Hatch covers have been strengthened.
- 2) Welding of sheerstrake butts at top placed in good order.
- 3) Slots cut in bulwark plating at bulwark plating and sheerstrake butts.
- 4) Welding at corner of washports and scupper placed in good order.
- 5) Slots cut in bilge keel at bilge keel and shell plating butts.

Note:—There is no recess in sheerstrake for accommodation ladders.
No riveted strap fitted at top of sheer strake.

PARTICULARS OF ELECTRIC WELDING (if employed)

E.W. employed throughout except side framing to shell.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book. Part election welded, Cruise
stern, Gyro Compass, Echo sounding device, direction finder.
Fitted for oil fuel, F.P. above 150°F.

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

1st Bower
2nd "
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle — ft.

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

Official No. 2444438. Signal Letters K.T.V.G. Extreme Breadth over Belting No Belting Over-all Length 441.5 ft.
(Circ. 1611) (Circ. 1703)

No. and Material of Decks 2—Steel.

Parts of Bottom of Vessel coated with cement or approved composition Cement in Peak tanks. Dry tank cement washed

Particulars of composition (if fitted) and of approval

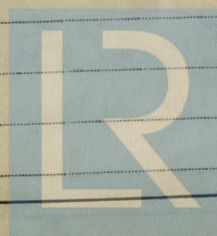
PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, W. 5 and 6.	135	376	Fore peak tank,	24	138
Double bottom, under Engines and Boilers N°4.	27.5	136	After peak tank,	24	152
Double bottom, if under Engines only, Cofferdam	2.5	—	Deep tank, aft, N°3.	20	76
Double bottom, if under Boilers only, Dry Tank	20	—	Deep tank, forward, N°1 & 2 (Total)	60.75	652
Double bottom, forward, N°1, 2 & 3	183.25	744	Other tanks, if fitted, F.O. Settling Tanks	20	108
Total length (if continuous) and Capacity.	368.25	1256	(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date

Dates of Surveys held while building



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Total No. of Visits