

With or Without WRECK SECTION STEEL STEAMER.

WRECK SECTION MON. SECTION

Date of completion of report Survey held at Violet, La. State if Report is a 50 sent on the Machinery of the Vessel 40. No. 1624 Port of New Orleans Date, First Survey March 22nd 1917. Last Survey July 31st 1918.

On the (State if Single, Twin, or Triple Screw) Tonnage under Tonnage Deck... Do. between Tonnage Dk. and 3rd and 4th Dk. Total under Upper Dk. Do. of Poop Do. of R.Q.Dk.

CLASS 100A1 BREADTH (greatest moulded) 36'-7 1/2" Depth, at middle of length from top of keel to top of upper deck beams at side 19' Transverse Number 5562 Length on deck from fore part of stem to after part of stern post 246'-6" Longitudinal Number 13709 Depth "d," at middle of length (See Secs. 2 & 13) 13'-7" Proportions—Depths to Length—Upper Deck Beam at side to top of keel 1/5 12.9 Long Bridge Deck Beam at side to top of keel

Master F. W. Mein. Year of appointment (1) As Master in service of owner of present vessel: 1917 (2) As Master of this vessel: 1918. Built at Violet, La. When built 1918. Launched Feb. 14th 1918. By whom built Ala: New Orleans Transportation Co. Owners Pan-American Petroleum & Transport Co. Managers Residence Los Angeles, Cal. Port belonging to Los Angeles, Cal.

Destined Voyage Tampa, Fla. If Surveyed while Building, Afloat, or in Dry Dock Building.

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
246	6	Moulded	36	7 1/2	Do.	13	7	one.
								No. of Tiers of Beams
								one.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	PILLARS, In 'tween Deck, size and spacing					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Hold					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Quarter 'tween Dks.,					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" in Hold					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	KEELSONS & STRINGERS.					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	CENTRE LINE KEELSON, Vertical Plate above	27"	27"	27"	27"	27"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	floors, Through Plate, or Intercostal Plate					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Rider Plate	14"	4"	48"	4"	48"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Flat Plate Keel Angles	3 1/2"	3 1/2"	40"	3 1/2"	40"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Horizontal Plates on Floors	3 1/2"	3 1/2"	40"	3 1/2"	40"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angles or Bulb Angles					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	SIDE KEELSONS, Number					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angles or Bulb Angles					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Plate above floors, for					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Intercostal Plate, for					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Attached to outside Plating with Angle					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	BILGE KEELSON, Angles					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Intercostal Plate for					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Attached to outside Plating with Angle					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	SIDE STRINGERS, Number					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angle					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Intercostal Plate, for					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Attached to outside plating with Angle					
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	Upper Deck Stringer Plate, br'dth & thickness	48" x 50"	48" x 50"	48" x 50"	48" x 50"	48" x 50"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" (clear of Bridge)	34" x 38"	34" x 38"	34" x 38"	34" x 38"	34" x 38"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" br'dth & thickness	54" x 40"	54" x 40"	54" x 40"	54" x 40"	54" x 40"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" (in way of Bridge)	54" x 40"	54" x 40"	54" x 40"	54" x 40"	54" x 40"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angle (clear of Bridge)	34" x 38"	34" x 38"	34" x 38"	34" x 38"	34" x 38"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Tie Plate at sides of Hatchways	34" x 38"	34" x 38"	34" x 38"	34" x 38"	34" x 38"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Deck, * Iron or Steel, for	34" x 38"	34" x 38"	34" x 38"	34" x 38"	34" x 38"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Thickness (clear of Bridge)	34" x 38"	34" x 38"	34" x 38"	34" x 38"	34" x 38"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" (in way of Bridge)	34" x 38"	34" x 38"	34" x 38"	34" x 38"	34" x 38"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Wood Deck. Material & thickness	34" x 38"	34" x 38"	34" x 38"	34" x 38"	34" x 38"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	Second Deck Stringer Plate, br'dth & thickness	42" x 46"	42" x 46"	42" x 46"	42" x 46"	42" x 46"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angles on ditto, No.	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Tie Plates outside Hatchways	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Deck, * Iron or Steel, for	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Wood Deck. Material & thickness	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	Third Deck Stringer Plate, br'dth & thickness	42" x 46"	42" x 46"	42" x 46"	42" x 46"	42" x 46"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angles on ditto, No.	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Tie Plates, outside Hatchways	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Deck, * Material and thickness	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	Fourth and Fifth Deck Stringer Plate, br'dth & thickness	42" x 46"	42" x 46"	42" x 46"	42" x 46"	42" x 46"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angles on ditto, No.	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Tie Plates outside Hatchways	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Deck, Material & thickness	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	Poop Deck Stringer Plate, breadth & thickness	42" x 46"	42" x 46"	42" x 46"	42" x 46"	42" x 46"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angle on ditto	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Tie Plates	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Deck, Material and thickness	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	Bridge Deck Stringer Plate, br'dth & thickness	42" x 46"	42" x 46"	42" x 46"	42" x 46"	42" x 46"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angle on ditto	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Tie Plates	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Deck, Material and thickness	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	Forecastle Deck Stringer Plate, br'dth & thickness	42" x 46"	42" x 46"	42" x 46"	42" x 46"	42" x 46"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Angle on ditto	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Tie Plates	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"
Angles, or C or Bars amidships	3"	14"	30"	3" 4" 30"	" Deck, Material and thickness	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"	3 1/2" x 3 1/2" x 36"

WRECK SECTION NO.

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

Write "Bridge Sheer Strake" and "Upper Deck Sheer Strake" opposite the corresponding letter.

EQUIPMENT No. 14460			LETTER A.			ANCHORS.			TONNAGE U.DK. OR PLATING No. FOR TRAWLERS		
Number of Certificate.	Anchor.	WEIGHT EX STOCK Cwts. qrs. lbs.	WEIGHT OF STOCK Cwts. qrs. lbs.	TEST PER CERTIFICATE Tons. cwt. lbs.	WEIGHT REQUIRED BY TABLE 31-APP. Cwts. qrs. lbs.	Description of Anchor.	Makers.	Where and when tested and Superintendent.			
4186.	1st Bower ...	29 0 2	Stockless	27 17 2 0	28 0 0	Stockless	Baldt	Chester Pa. Apr. 20			
4183.	2nd " ...	28 0 24	"	27 6 1 0	28 3 5	"	Anchor Co.	1917. H. Adamson.			
	3rd " ...				28 0 0			"			
	4th " ...				\$6 0 0			"			
	Collective weight.	57 0 26			57 3 5			Chester Pa.			
4704	Stream	9 1 24		11 11 1 0	7 0 0	8.30 lb.		July 26 th 1917			
4800	Kedge.....	5 0 10		7 9 2 21	4 0 0	100 lb.		Aug. 10 th N. Booth.			

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

1st Bower 29-0-2 F.A. 4186. 25th Ap. 1917
2nd " 28-0-24 F.A. 4183. 26th Ap. 1917.
3rd " "
4th " "

CHAIN CABLES.						HAWSERS AND WARPS.					
Number of Certificate.	Length and size supplied. Length. Diam.	Test per Certificate. Stations Break- ing.	WEIGHT OF CHAIN CABLE Supplied. Cwts. qrs. lbs.	Length and size per Table 31. Length. Diam.	Description.	Makers of Cable.	Where and when tested, and Superintendent.	Material	Length and Size supplied. Length. Cir.	Breaking Test of Steel Wire Towing. Length. Cir.	Length and Size per Table 31. Length. Cir.
294.	240 1 1/2	43-9-6 1/4	301-0-13 298.2-19	240 1 1/2	Steel The Standard Columbus O. Ship. Chain Co.		Mar. 15 th 1917	TOWLINE	90 10	90 10	90 10
Left Stream Chain or Steel Wire	75 3/4			75 3/4			J.H. Russell.	HAWSERS & WARPS	90 8"	90 6"	90 6"
									90 5"	90 5"	90 5"

Boats Two steel lifeboats 22 ft. Steering Gear, Steam Efficient Steering Gear, Hand Efficient.
Pumps, Number 4" pump, four held. Diameter of Barrel ✓ State whether they are in efficient working order Yes.
Windlass is Hydraulic, steam, Efficient. Capstan apt, steam, efficient.
Engine Room Skylights.—How constructed? Steel with glass plates What arrangements for deadlights in bad weather? Heavy glass.
Coal Bunker Openings.—How constructed? Steel with covers. How are lids secured? Wing nuts. Height above deck? 5" (in bulk)
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6. no freeing ports.
Ceiling in Holds, thickness and material No. 1 hold, 2" Cargo Battens, thickness and material none.
Cargo Hatchways.—How formed? Steel with wing nuts. Hatches, If strong and efficient? Yes.
State size No. 1 Hatch (Forward) 8'-9"x12'-0" No. 2 Hatch ✓ No. 3 Hatch ✓ No. 4 Hatch ✓
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 hatch wood covers 2 1/2, no fore & after
and no shifting beams. No. of Breasthooks 9. No. of Crutches ✓
Bulwarks, height above deck and description No bulwarks. Main Rail, material and size ✓
The foregoing is a correct description. J.F.M.O. J.C.O. Surveyor's Signature J.W. Buchanan.
Builder's Signature (here only) David Henderson Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case). ✓

Workmanship. Are the butts of plating planed or otherwise fitted? Planed on keel only, others filed.
Is the riveted work properly closed? Yes.
Are the liners between the frames and plates solid single pieces? Yes. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? None.
Are the butts of Plating, Stringers, &c., properly shifted and strapped? Yes.
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Good.
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests Good.

General Remarks (State quality of workmanship, &c.)
This vessel has been built under Special Survey, the steel has been tested in accordance with the Rules. The vessel is intended to carry petroleum in bulk. She has a full poop in which are all the accommodations for officers and crew, steering house, galley, etc. and machinery & boiler room casings. The poop has a wood deck on which are the chart & wheel houses etc. and engine and boiler casings. The vessel has been built in accordance with the approved plans (plans retained for sister vessels). There is a fore peak tank, a hold forward with hatchway & some a pump room four petroleum tanks on each side of oil tight longitudinal bulkhead, and a fuel oil tank, and after peak tank. The oil tanks and fuel oil bunker have been tested in accordance with the Rules and found tight and sound in every respect.

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee \$ 20.00 : Fees applied for, Aug 2nd 1918
Special Survey Fee \$ 296.25 : Received by me. 14/9/18 1879
Travelling Expenses, if any \$ 12.00 :

State whether the Vessel has been built under Special Survey Built under Special Survey.
I am of opinion this Vessel should be Classed 180A, carrying petroleum in bulk. Consignee service. With first class without freeboard.
With, or without Freeboard, as condition of Class Without freeboard. J.W. Buchanan.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute New York AUG 13 1918
Character assigned + 100A Carr. Pt. in bulk
notes. Arch For Casual Service New York
Esp. to Oil West Indies Gulf of Mexico
Long frame + Lmc 7.18
Elec. Lt Fitted for oil fuel 7.18
Mchy. aft. Sp. above 150° F. EFL

GENERAL REMARKS—(continued).

The holes in shell plating were punched smaller than the rivets and reamed out in place. The vessel is fitted with a steam windlass, steam steering engine, steam Capstan, and equipment as per Rules. She is fitted with two metal lifeboats hung from cast steel wheeling davits (Test certifi. enclosed). The fore and after peak tanks tested, the after peak tank has an overflow pipe about 1 ft. from tank top. The bottom inside in way of no. 1 hold, pump room, and machinery space is coated with bitumastic solution. The peak tanks are cement washed inside, the oil cargo and fuel tanks are not coated inside, the remainder of the vessel is painted.

During trial trips, the steam steering gear became deranged and jammed the rudder hard up against the stop or stem post cracking the top gudgeon, this gudgeon was cut off and a new steel gudgeon with side straps riveted, 5 rivets in straps, the edges of straps electric welded in lieu of caulking to ensure watertightness. Steering gear and engine now working properly.

THE
CLEAF
DO.
DBLG.

POOP &
SHORT
FORECA

Upper
Stringer
Second
Stringer

FRAMES
REVERSE

LOWER MAS
Bowsprit
Topmasts, Ya
Rigging, Mat
Sails.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 71' 9" ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle 21' ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated no bridge.
No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) one deck, steel.
Official No. 216397; Signal Letters LKTS. State if Machinery is fitted aft Machy: aft.
How are the surfaces preserved from oxidation? Inside Paint and bitumastic. Outside Paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>none</u>	<input checked="" type="checkbox"/>	Fore peak tank,	<u>20</u>	<u>20</u>
Double bottom, under Engines and Boilers,	<u>"</u>	<input checked="" type="checkbox"/>	After peak tank,	<u>22 4/3</u>	<u>45</u>
Double bottom, if under Engines only,	<u>"</u>	<input checked="" type="checkbox"/>	Deep tank, aft,	<u>none</u>	<input checked="" type="checkbox"/>
Double bottom, if under Boilers only,	<u>"</u>	<input checked="" type="checkbox"/>	Deep tank, forward,	<u>"</u>	<input checked="" type="checkbox"/>
Double bottom, forward,	<u>"</u>	<input checked="" type="checkbox"/>	Other tanks, if fitted,	<u>"</u>	<input checked="" type="checkbox"/>
Total capacity of double bottom			(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules. Yes.

Order for Special Survey No. 1

Date 6/12/16

No. 23

in builder's yard.

Dates of Surveys held while building

Mar. 22. Apr. 11. 26. May 4. 14. 21. 23. 26. 28. June 7. 26. July 14. 17. 26. Aug. 16. 31. Sep. 10. 22. 29. Oct. 10. 17. 26. Nov. 5. 12. 21. 26. Dec. 12. 27. 1917. Jan. 2. 22. 25. 26. 29. 30. Feb. 7. 12. 14. Mar. 5. 11. 19. 28. Apr. 8. 12. 23. 29. May 4. 11. 17. 24. June 5. 14. 26. July 1. 9. 23. 24. 26. 31.

Total No. of Visits 58

Surveyor's Signature

J. M. Buchanan.

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Lloyd's Register
Foundation

T. S. S. "MEXOIL"

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. Diam. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.											
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Ins.	Number.	Diameter. Inches.								
Framing of \angle , \angle or \square		\square			\square			\square			\square															
Frames in Bridge 'tween Decks ...																										
Frames from Uppermost Continuous Deck		No. 1			6 3/4 x 3/4			6 3/4 x 3/4			6 3/4 x 3/4			6 3/4 x 3/4			3/4 x 3/4		3.37		7 3/4		3/4			
		" 2			7 3/4 x 3/4			7 3/4 x 3/4			7 3/4 x 3/4			7 3/4 x 3/4			" "		" "		8		" "			
		" 3			7 3/4 x 3/4			7 3/4 x 3/4			7 3/4 x 3/4			7 3/4 x 3/4			" "		" "		8		" "			
		" 4			7 3/4 x 3/4			7 3/4 x 3/4			7 3/4 x 3/4			7 3/4 x 3/4			" "		" "		8		" "			
		" 5			8 3/4 x 3/4			8 3/4 x 3/4			8 3/4 x 3/4			8 3/4 x 3/4			" "		" "		8		" "			
		" 6			10 3/4 x 3/4			10 3/4 x 3/4			10 3/4 x 3/4			10 3/4 x 3/4			" "		" "		8		" "			
		" 7			10 3/4 x 3/4			10 3/4 x 3/4			10 3/4 x 3/4			10 3/4 x 3/4			" "		" "		12		" "			
		" 8			10 3/4 x 3/4			10 3/4 x 3/4			10 3/4 x 3/4			10 3/4 x 3/4			" "		" "		12		" "			
		" 9			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			" "		" "		10		" "			
		" 10			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			" "		" "		10		" "			
		" 11			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			" "		" "		10		" "			
		" 12			Sider			Sider			Sider			Sider			" "		" "		10		" "			
		" 13			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			" "		" "		10		" "			
		" 14			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			" "		" "		10		" "			
		" 15			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			12 3/4 x 3/4			" "		" "		10		" "			
		" 16															" "		" "		10		" "			
Spacing of Longitudinal Frames		Amidships			2'-4"			—			2'-4"			—												
		At Ends			1'-9"			—			1'-9"			—												
Double Bottoms		Tank Top Longitudinals																								
		Bottom																								
Spacing of Longitudinals		Amidships			No			double bottom.																		
		At Ends...																								
Transverses.																										
Bridge		Depth and Thickness																								
en Decks		Face Angles																								
		Lugs to Shell*																								
Awning, Shelter or 'tween Decks.		Depth and Thickness																								
		Face Angles																								
		Lugs to Shell*																								
Hold.		Depth and Thickness			23" x .38			23" x .38			23" x .38			23" x .38												
		Face Angles			5" x 3" x .5			5" x 3" x .5			5" x 3" x .5			5" x 3" x .5			3/4 x 3/4									
		Lugs to Shell*			5" x 5" x .44			5" x 5" x .44			5" x 5" x .44			5" x 5" x .44			" "									
		Brackets			No																					
Spacing of Transverse Frames					10'-8"			10'-8"			10'-8"			10'-8"			" "									
* State if joggled or liners.					Joggled			Joggled			Joggled			Joggled			" "									
Longitudinal		Bridge Deck																								
us of		Awg. or Shl. tr. Dk.																								
or \square		Upper			6 3/2 x 3/4			6 3/2 x 3/4			6 3/2 x 3/4			6 3/2 x 3/4			23"		Transverse							
		Second																	Beams.							
		Third																								

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

BOILERS, &c.—(Letter for record) Manufacturers of Steel See Separate Rpt.
Total Heating Surface of Boilers Is Forced Draft fitted No. and Description of Boilers

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Lloyd's Register