

BARGE
STEEL STEAMER or MOTORSHIP.

Received at London Office

-3 AUG 1926

State if Report has been sent on the Freeboard of the Vessel. *No.*State if Report is sent on the Machinery of the Vessel. *None*Date of completion of report *July 9th 1926.*Port of *Galveston*No. *1663*Survey held at *Beaumont, Texas* Date First Survey *16.2.26.*Last Survey *June 30th 1926*On the *Steel Barge "PETROLEUM No 3."*State Type *Full Scantling, Complete Superstructure with or without Tonnage Openings*State Type of Erections *Steel House on deck*TONNAGE under Tonnage Deck... *550.25*CLASS *A -*State if with freeboard as condition of Class *No.*Built at *Beaumont, Texas.*Deck House *6.74*No. of space or spaces between Tonnage Dk. and Upper Dk. *23.72.*nage *556.99*tonnage *526 Nett*
on beam.

ERED DIMENSIONS.

FEET.
176 7/10
38 7/10
*9.5*Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 176*Breadth (greatest moulded) *B 38*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 9.5*1st Longitudinal Number (L x D) *= 1672*2nd Numeral L x (B + D) *= 8360*Framing Depth "d," at middle of length. See Sec. 3 (1d) *18.5*Proportions—Depth to Length—Uppermost continuous deck to top of keel *✓*
Do. Long Bridge to top of keel *✓*Draught Moulded *✓*Launched *June 1st /26* Yard No. *1*Builders *Pennsylvania Shipyard Co.*Owners *Petroleum Nav. Co.*Managers *" " "*

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

Residence *Houston, Texas.*Port of Registry *Houston.**✓* surveyed while building, afloat, *✓* 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.
Spacing amidships	<i>22 1/2</i>	<i>✓</i>	Bracket Floors, Frame	<i>✓</i>	
" from 1/2 length to Collision bulkhead	<i>✓</i>	<i>✓</i>	" " Reversed Frame	<i>✓</i>	
" in peaks	<i>18</i>	<i>✓</i>	" " Vertical Struts	<i>✓</i>	
AMING. Longitudinal frames on Bottom (see slip)			Centre Girder, depth and thickness amidships	<i>✓</i>	
Amidships, Angle, <i>1/2</i> or <i>1/4</i>	<i>3 1/2 2 1/2 3/8</i>	<i>✓</i>	" " top Angles	<i>✓</i>	
" Extends up to	<i>UPPER DECK</i>	<i>✓</i>	" " bottom Angles	<i>✓</i>	
d Frame Amidships, Angle	<i>✓</i>	<i>✓</i>	Side Girders, No. each side and thickness	<i>✓</i>	
" Extends up to	<i>✓</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>✓</i>	
f Framing Girder	<i>3 1/2</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	
in Uppermost Continuous 'tween Decks, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	<i>✓</i>	Bracket abaft 1/2 len. from stem	<i>✓</i>	
Second 'tween Decks, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	<i>✓</i>	" " Vertical Angle to Tank side	<i>✓</i>	
Third " " " "	<i>✓</i>	<i>✓</i>	Bracket forward 1/2 len. from stem	<i>✓</i>	
in Peaks, Angle or <i>[</i>	<i>6 2 1/2 12 1/2</i>	<i>✓</i>	" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>✓</i>	
r and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8 3/4</i>	<i>✓</i>	" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>✓</i>	
Frame Joggled	<i>No.</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness	<i>✓</i>	
ARRANGEMENTS (Sec. 7), state system and particulars	<i>✓</i>	<i>✓</i>	INNER BOTTOM PLATING.		
HENING OF BOTTOM FOR	<i>✓</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake	<i>✓</i>	
Bottom.			Thickness of remainder in Holds	<i>✓</i>	
Depth and thickness at mid-line in Holds	<i>24 5/16 Transl.</i>	<i>✓</i>	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>✓</i>	
Height of Brackets at side above base line at toe of frame	<i>25 3/8</i>	<i>✓</i>	BEAMS.		
Line Keelson, on Floors, Angles, <i>[</i> or <i>[</i>	<i>✓</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	<i>Longt. at deck. See slip attached.</i>
" " Through Plate or Intercoastal Plate	<i>✓</i>	<i>✓</i>	" " in way of Bridge, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
" " Foundation Plate on Floors	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	
" " Flat Plate Keel Angles	<i>✓</i>	<i>✓</i>	Second Deck, amidships, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
ngers			Spacing	<i>✓</i>	
ons, No. each side <i>1</i>	<i>12 x 2.9 x 20.5</i>	<i>✓</i>	Third Deck, amidships, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
Brackets	<i>5 3 5/6</i>	<i>✓</i>	Spacing	<i>✓</i>	
thickness of Intercoastal Plate	<i>Alter. Frames</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
Angles		<i>✓</i>	Spacing	<i>✓</i>	
OTTOM.			Poop Deck, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
ors, thickness and spacing	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	
" Are Frame and Reversed Frame joggled?	<i>✓</i>	<i>✓</i>	Bridge Deck, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
Floors, breadth and thickness at middle line	<i>✓</i>	<i>✓</i>	Spacing	<i>✓</i>	
" breadth and thickness at margin plate	<i>✓</i>	<i>✓</i>	Forecastle Deck, Angle, <i>[</i> or <i>[</i>	<i>✓</i>	
			Spacing	<i>✓</i>	

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PILLARS AND DECKS.

		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. <i>O.T.</i>						
Stiffeners and Spacing..... <i>3 - [</i>		<i>10</i>	<i>2-6</i>	<i>15-3</i>	<i>Hor.</i>	✓
Plating, thickness of		<i>1/4</i>				✓
STRINGERS AND DECKS.						
Uppermost Continuous Deck.						
Stringer Plate, breadth and thickness in Wells		<i>54 1/2</i>	<i>5/16</i>			✓
,, ,, ,, ,, <i>Angles</i> in way of Bridge		<i>4</i>	<i>4</i>	<i>3/8</i>		
,, Angle in Wells						
Thickness of Plating abreast Deck openings } in way of Wells			<i>5/16</i>			✓
Thickness of Plating abreast Deck openings } in way of Bridge		✓				
Thickness of Plating within line of openings...		✓				
If Sheathed, material and thickness <i>No.</i> ...						
Second Deck.						
Stringer Plate, breadth and thickness in Wells...		✓				
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		✓				
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		✓				
Plating, Sheathing, material and thickness ...		✓				
Bridge Deck.						
Stringer Plate, breadth and thickness.....		✓				
Plating, Sheathing, material and thickness ...		✓				
Forecastle Deck.						
Stringer Plate, breadth and thickness		✓				
Plating, Sheathing, material and thickness ...		✓				

SHELL PLATING.

[illegible]

WATERTIGHT BULKHEADS.

O.T.
Total No. of ~~W.T.~~ BULKHEADS in Vessel— 5.
Extending to Upper Deck (Sec. 3 c) Yes.
,, Deck next below ✓
As per Rule ✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM				
STERN FRAME {				
Propeller Post				
Rudder "				
RUDDER—A × D				
Speed of Vessel				
RUDDER mainpiece at head				
" " heel				
" how constructed				
" double or single plate				
" horizontal, vertical or horizontal				

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
SHIPSIDE BULKHEAD, Upper tween decks					
" " Second "					
" " Third "					
" " Holds					
COLLISION " (in Hold) <i>End.</i>		5/16	3 1/2 x 2 1/2 x 3/8	- 24 3/4	✓
AFTER PEAK " " <i>Int.</i>		1/4	3 1/2 x 2 1/2 x 3/8	- 24 3/4	

STEEL. Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) Illinois Steel Co.
Open hearth process.

Has the Steel been tested as required by the Rules? yes. ☒

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. Spang.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.	
Framing of L , E or C																		
Frames in Bridge 'tween Decks ...		TRANSVERSE FRAMED ON SIDES																
Frames from Uppermost Continuous Deck																		
Framing from Awning, Shelter or Upper Deck to Margin Plate.	No. 1																	
	" 2																	
	" 3																	
	" 4																	
	" 5																	
	" 6																	
	" 7																	
	" 8																	
	" 9																	
	" 10																	
	" 11																	
	" 12																	
	" 13																	
	" 14																	
	" 15																	
	" 16																	
Spacing of Longitudinal Frames	Amidships																	
	At Ends																	
Double Bottoms	Tank Top Longitudinals																	
	Bottom "	10	2-6	153	6	2½	12	10	2-6	153	6	2½	12	5	8	4½	2¼	9
Spacing of Longitudinals	Amidships	24¾																
	At Ends...	24¾																
Transverses.																		
In Bridge 'tween Decks	Depth and Thickness																	
	Face Angles																	
	Lugs to Shell*																	
In Awning, Shelter or Upper 'tween Decks.	Depth and Thickness																	
	Face Angles																	
	Lugs to Shell*																	
In Hold.	Depth and Thickness	32½	5/16					32½	5/16									
	Face Angles	3½	2½	3/8				3½	2½	3/8								
	Lugs to Shell*	3	2½	5/16	LINERS			3	2½	5/16	LINERS			5/16	3½	LUGS TO DECK AND BOTTOM		
Brackets		135																
Spacing of Transverse Frames		135																
* State if joggled or liners.		2 EACH TANK AND 2 EACH END																
Longitudinal Beams of	Bridge Deck ...																	
	Awg. or Shldr. Dk.																	
	Upper "	10	2-6	153	6	2½	12	10	2-6	153	6	2½	12	24¾				
	Second "																	
Third "																		
Spacing.																		
In Ships.																		
As approved.																		
Transverse Beams.																		

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.

EQUIPMENT No. _____										LETTER _____		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 by whom.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
✓	1st Bower ...							Not tested			✓	Stockless.	Baldt	✓	
✓	2nd „ ...							None			✓		1000 lbs.		
✓	3rd „ ...														
	Collective weight.														
	Stream														

CHAIN CABLES.											HAWSERS 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.		Length.	Cir.	
✓	50	1									Not tested	TOWLINE...	Fathoms.	Ins.		Fathoms.	Ins.	
												HAWSERS & WARPS						
												"						
												"						
Iron Stream Chain or Steel Wire																		

Steering Gear, Steam *None* Steering Gear, Hand *None*.

Boats *None* Steering Chains, Size and Test *✓* Windlass *1 Hand Capstan.*

Ceiling in Holds, thickness and material *✓* Cargo Battens, thickness, material and spacing *✓*

Cargo Hatchways.—(Upper Deck) *5/16" Plate and 3x3x3/8 Angles.* Thickness of Hatches *Steel 7/16 1/4"*

Size of ~~Next~~ Hatchways (Forward) *8* No. 2 *4'-11 1/2"* No. 3 *3'-3"* No. 4 *2'-3 1/2"* No. 5 *22"* No. 6 *✓*

Number of Shifting Beams and/or Fore and Afters *✓*

Builder's Signature *Pennsylvania Shipyard Inc.*
Luzius Marshall - C.P.

GENERAL DECLARATION *This barge has been built under special survey in accordance with the rules and the approved plans, the material has been tested and the workmanship is good. All tanks have been tested to rule requirements and found to be good and tight. In my opinion this barge is eligible to be classed by this Society.*

The material for this barge has been fabricated at the works of the Pennsylvania Gas Company of Kansas City, Kansas.

Barge placed on drydock after launching. Bottom examined and found to be in good order and coated.

Provisional Certificate issued copy of which is attached.

The amount of Entry Fee *\$ 15.00* Fees applied for,
Special Survey Fee.... *\$ 417.73* *12.7. 1926.*
Travelling Expenses, if any £ *34.95* Received by me,
20.7. 26
CLB

I am of opinion the Vessel should be Classed ** A - "Barge For being towed"*
"Carrying Petroleum in bulk."
"Longitudinal framing Deck & Bottom."

Signature *James McLeave*
Acting Surveyor to Lloyd's Register of Shipping.

State whether the Vessel has been built under Special Survey *yes.*
Certificate to be sent to *Galveston* Date of issue *August 10th 1926.*

Committee's Minute

Character assigned *+A- Barge for being towed Carrying Petroleum in bulk*

Note: *Longitudinal framing deck and bottom.*



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