

STEEL STEAMER or MOTORSHIP.

Received at London Office SEP 7 1937

State if Report has been sent on the Freeboard of the Vessel *No*State if Report is sent on the Machinery of the Vessel *No*Date of completion of report *19th August 1937*Port of *GALVESTON*No *3237*Survey held at *BEAUMONT, TEXAS*Date First Survey *28/6/37*Last Survey *29/6/*

1937

On the (State if Machinery fitted Aft and (if Single, Twin or Triple Screw) *STEEL NON PROPELLED OIL BARGE "TEXACO 157"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *OIL BARGE*State Type of Erections *Flush Deck*TONNAGE under Tonnage Deck... *391.38*CLASS *A-Barge* to be towedState if with freeboard as condition of Class *No*Built at *Bath, Maine*

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) *135.0'*

FEET.

BUILT *1919*Yard No. *✓*

Total

Breadth (greatest moulded) *B 34.0'*Builders *Leasac P.S. Co.*Gross Tonnage *398.41*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 9.0'*Owners *The Leasac Company*Register Tonnage *393.00*1st Longitudinal Number (L x D) *= 1215*Managers *✓*

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

2nd Numeral L x (B + D) *= 5805*REGISTERED DIMENSIONS.
FEET.Length *135.0'*Framing Depth "d," at middle of length. See Sec. 3 (1d) *15.0'*Residence *Wilmington, Del*Breadth *34.2'*Proportions—Depth to Length—Uppermost continuous deck to top of keel *15.0'*Port of Registry *Wilmington, Del*Depth *9.2'*Do. Long Bridge to top of keel *Not aligned*If surveyed while building, afloat, or in dry dock *On Dry Dock*EXTREME BREADTH *35'-2 1/4"* FRAMES, DOUBLE BOTTOM AND BEAMS.
OVERALL LENGTH *135'-1"*

	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			Bracket Floors, Frame		
" " from $\frac{3}{4}$ length to Collision bulkhead.....			" " Reversed Frame		
" " in peaks.....			" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships		
Frame Amidships, Angle, [or]			" " top Angles		
" " Extends up to			" " bottom Angles		
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness		
" " Extends up to			Margin Plate depth (excl. of flange) and thickness		
Depth of Framing Girder.....			" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem		
" " Second 'tween Decks, Angle, [or]			" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem.....		
" " Third " <i>Longitudinal Framing</i>			" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem.....		
Framing in Peaks, Angle or [<i>See Rpt 1*</i>			Tank Side Brackets, height above base line at toe of Frame and thickness		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			INNER BOTTOM PLATING.		
State if Frame Joggled			Breadth and thickness of Middle Line Strake		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars			Thickness of remainder in Holds		
STRENGTHENING OF BOTTOM FORWARD. State Particulars			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?.....		
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, [or]		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, [or]		
Middle Line Keelson, on Floors, Angles, [or]			Spacing		
" " Through Plate or Intercostal Plate.....			Second Deck, amidships, Angle, [or]		
" " Foundation Plate on Floors			Spacing.....		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]		
Side Keelsons, No. each side			Spacing.....		
" " thickness of Intercostal Plate...			Fourth Deck, amidships, Angle, [or]		
" " Angles			Spacing.....		
DOUBLE BOTTOM.			Poop Deck, Angle, [or]		
Solid Floors, thickness and spacing			Spacing.....		
" " Are Frame and Reversed Frame joggled?.....			Bridge Deck, Angle, [or]		
Bracket Floors, breadth and thickness at middle line.....			Spacing.....		
" " breadth and thickness at margin plate.....			Forecastle Deck, Angle, [or]		
			Spacing		

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.
at each transverse				
PILLARS, No. of Rows	INTANKS 1 PIS L 4 4 3/8			
" in 'tween Decks, Size and Spacing	IN ENDS 2 PIS L 4 4 3/8 AFT. 2 PIS L 6 3 x 3/8 FORD			
" Braeing Angled at ends	3 x 3 1/2 x 3/8 Angle 3 x 3 x 5/16 Double			
" in Holds	" " none			
" " " HORIZ- 6 x 3 x 3/8 BA. 30 1/2" sp				
Centre Line Bulkhead.	Two 5 x 3 x 3/8 L			
Stiffeners and Spacing	WEB AT TRANS 1/2" x 3/8 Pl.			
Plating, thickness of	5/16 5 x 3 x 3/8 Face L. 3 x 3 x 5/16 Bld L.			
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells	56 x 5/16			
" " " " in way of Bridge				
" Angle in Wells	4 x 4 x 3/8			
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	* 1/4"			
If Sheathed, material and thickness	✓			
Longitudinal Girders on Second Deck.	8 x 2 1/4 x 39			
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				
Peep 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.

Total No. of W.T. BULKHEADS in Vessel—		Four (4) ✓	
Extending to Upper Deck (Sec. 3 c)			
" Deck next below		✓	
As per Rule App plan		Four (4) ✓	

Bounding angles Double L 3 x 3 x 5/16. B'head Beams—Double end. all four transverse MIDSHIP BULKHD, Upper two decks " " Second " " " " Third " " " " Hold COLLISION " (in Hold) AFTER PEAK " "	Plating Thickness. 5/16 ✓ 1 web P/S. PL-12" x 5/16 ✓ FACE L 5 x 3 x 3/8 ✓ B'HD L 3 x 3 x 5/16 ✓ all longitudinal bracketed each side of B'head as above ✓	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
				2 6 x 3 x 3/8 BA	
				sp 30 1/2"	
				1 5 x 3 x 3/8	

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar		Flat keel.		
STEM		Ends raked.		
STERN FRAME {	Propeller Post			
	Rudder ..			
RUDDER—A × D		No rudder.		
Speed of Vessel				
RUDDER mainpiece at head ..				
" " heel ..				
" how constructed				
" double or single plate ..				
" coupling, vertical or ..				
" horizontal				

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *No definite information*
 Could be obtained as to the steel used in the construction of the vessel, *but the steel sections are branded "CARNEGIE, U.S.A." whose name*
 STEEL. *appears on the approved list. Steel now carefully examined, however.*
 Has the Steel been tested as required by the Rules? *no* *tested, and is in my opinion satisfactory*

Rpt. 1*

"TEXACO 157" GAL. RPT. NO. 3237 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 Brack- to Bulkheads.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.		Number.	Diamete	
SIDE	Framing of L, C or E L	7																	
	Frames in Bridge between Decks	15	3	3/8	15	3	3/8	15	3	3/8	15	3	3/8	3/4	3 3/4	3 1/2"	5	3/4	
	Frames from Uppermost Continuous Deck	16	3	3/8	16	3	3/8	16	3	3/8	16	3	3/8	3/4	3 3/4	3 1/2"	6	3/4	
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
Bottom																			
Trans. Bulkhead frames 3x3x5/16 Double L.																			
Spacing of longitudinal Frames		Amidships 26 3/8 inches.			At Ends 26 3/8 "														
Double Bottom		Tank Top Longitudinals																	
L or I		Bottom																	
Spacing of Longitudinals		Amidships																	
		At Ends																	
Transverses																			
In Bridge		Depth and Thickness																	
between Decks		Face Angles																	
		Lugs to Shell																	
		9 1/2 x 5/16																	
In		Depth and Thickness																	
Upper between Decks		Face Angles L																	
SIDE		Lugs to Shell L DBL																	
		Joggled.																	
		18 1/2 x 5/16																	
BOTTOM		Depth and Thickness																	
In Hold		Face Angles																	
		Lugs to Shell L DBL																	
		Joggled																	
		5/16 Flanged L																	
		Back Bars																	
		Brackets																	
		HEIGHT																	
		7'-8"																	
Spacing of Transverse Frames		7'-8"																	
		State if Joggled or Runners																	
Longitudinal Beams of L, I or T		Bridge Deck																	
		Upper																	
		Second																	
		Third																	
		6 3 3/8																	
		6 3 3/8																	
		6 3 3/8																	
		6 3 3/8																	
		26 3/8																	
		12 x 5/16																	
		Deck Lug, Single L 3x3x5/16																	
		Joggled																	
		Face Angle, Single L 3x3x5/16																	
		Back Bars L 5x3x5/16																	

* Note
on account of damage in way of fore transverse plate, the shell plating, frames etc, have been recently renewed from the Collision Bulkhead to the transverse for full breadth and all electrically welded construction adopted. Longitudinal floors 26" x 40, 3" flanged, and one intermediate transverse 14" x 40, flanged 3", fitted in line of original. The repair is efficient.

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.

