

STEEL STEAMER or MOTORSHIP.

28 JUN 1930

Received at London Office

State if Report has been sent on the Freeboard of the Vessel YESState if Report is sent on the Machinery of the Vessel YES

Date of completion of report

7TH JUNE 1930Port of BOSTONNo. 2538

Survey held at

QUINCY

Date First Survey

21ST JANUARY

Last Survey

28TH MAY

1930

On the

(State if Machinery fitted Aft and
if Single, Twin or Triple Screw)SINGLE SCREW STEEL MOTOR TANKSHIP L.T.C. NO 1MACH. AFT.

State Type

(Full Scantling, Complete Superstructure
with or without Tonnage Openings)FULL SCANTLING FOR INLAND WATER SERVICEState Type of Erections STEELTONNAGE under
Tonnage Deck485.46CLASS *A1 OIL BARGEState if with freeboard
as condition of ClassNo

Built at

QUINCYDo. 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

192.5

Breadth (greatest moulded)

B

32Depth, at middle of length from top of keel to top
of beam at side of uppermost continuous
deck. See Sec. 3 (1c)

D

11.5

1st Longitudinal Number (L x D)

2213

2nd Numeral L x (B + D)

8373Framing Depth "d," at middle of length. See
Sec. 3 (1d)16.7Proportions—Depth to Length—Uppermost con-
tinuous deck to top of keel16.7Do. Long Bridge to top
of keel

Draught Moulded

9'

Launched

29TH APRILYard No. 1436

Builders

BETHLEHEM SHIPBUILDING CORP

Owners

LAKE TANKERS CORP.

Managers

FRANK C. WRIGHT

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

Residence

37 BROAD ST.
NEW YORK.

Port of Registry

WILMINGTON, DEL.

If surveyed while building, afloat, or in dry dock

YESATTACHED SHEET FOR PARTICULARS OF
LONGITUDINAL FRAMING IN TANKS.

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.
ES, Spacing amidships	✓		Bracket Floors, Frame		
" from $\frac{3}{8}$ length to Collision bulkhead	18" FRMS 52-63		" " Reversed Frame		
" in peaks	FORE 21" " 46-52 AS APPVD		" " Vertical Struts		
AFTER 21"			Centre Girder, depth and thickness amidships		
FRAMING. MACHINERY SPACE AFT.	5 3 .37		" " top Angles		
ie Amidships, Angle, <u>E or F</u>	MAIN DK. AND ALTERNATLY TO POOP DK		" " bottom Angles		
" Extends up to			Side Girders, No. each side and thickness		
rsed Frame Amidships, Angle	✓		Margin Plate depth (excl. of flange) and thickness		
" " Extends up to	✓		" " Vertical Angle to Tank side Bracket abaft $\frac{1}{4}$ len. from stem		
h of Framing Girder	12"		" " Vertical Angle to Tank side Bracket forward $\frac{1}{4}$ len. from stem		
ies in Uppermost Continuous 'tween Decks, Angle, <u>E</u> or <u>F</u>	✓		" " Gussets, spacing and scantling abaft $\frac{1}{4}$ len. from stem		
" Second 'tween Decks, Angle, <u>E</u> or <u>F</u>	✓		" " Gussets, spacing and scantling forward $\frac{1}{4}$ len. from stem		
" Third " " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness		
ing in Peaks, Angle <u>E</u>	5 3 .37		INNER BOTTOM PLATING.		
eter and Spacing of Rivets through Frame and Shell Plating amid- ships	3/4 x 5"		Breadth and thickness of Middle Line Strake		
if Frame Joggled	N.O.		Thickness of remainder in Holds		
NG ARRANGEMENTS (Sec. 7), state system and particulars	ONE 12" x 32" STRINGER FOUR 12" x 31" x 5" C WEBS		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?		
STRENGTHENING OF BOTTOM FOR- WARD. State Particulars	FULL THICKNESS OF BOTTOM STRAKES CARRIED FORWARD		BEAMS.		
E BOTTOM. IN MACH. SPACE AFT			Uppermost Continuous Deck, amidships IN MACH. SPACE	5 3 .37 AS APPVD	
rs, Depth and thickness at mid-line in Holds	30 .5		" " in Walls, Angle, <u>E or F</u>		
Height of Brackets at side above base line at toe of frame	39		" " in way of Bridge, Angle, <u>E</u> or <u>F</u>		
lle Line Keelson, on Floors, Angles, <u>E or F</u>	4 3 .43		Spacing	21"	
" " Through Plate or Intercoastal Plate	21 .37		Second Deck, amidships, Angle, <u>E</u> or <u>F</u>	✓	
" " Foundation Plate on Floors	✓		Spacing		
" " Flat Plate Keel Angles	3 3 .37		Third Deck, amidships, Angle, <u>E</u> or <u>F</u>	✓	
IN MACH. SPACE			Spacing		
Side Keelsons, No. each side <u>TWO CONTINUOUS</u>	30 .5		Fourth Deck, amidships, Angle, <u>E</u> or <u>F</u>	✓	
" " thickness of Intercoastal Plate	✓		Spacing		
" " Angles <u>TO SHELL</u>	5 3 .43		Poop Deck, Angle, <u>E or F</u>	4 3 .31	
DOUBLE BOTTOM.			Spacing	21	
Solid Floors, thickness and spacing			QUARTER Deck, Angle, <u>E or F</u>	5 3 .37	
" " Are Frame and Reversed Frame joggled?			Spacing	21	
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, <u>E or F</u>	5 3 .37	
" " breadth and thickness at margin plate			Spacing	18" 21"	

PILLARS AND DECKS.

		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.
IN MACH SPACE				
PILLARS , No. of Rows.....	T.W.O.	6	43H 84"	AS APPVD.
" in 'tween Decks, Size and Spacing.....		✓		
" " " " " "				
" in Holds " "		✓		
" " " " " "				
Centre Line Bulkhead.		9	24 230	
Stiffeners and Spacing.....			21	"
Plating, thickness of			31	"
STRINGERS AND DECKS.				
Uppermost Continuous Deck.				
Stringer Plate, breadth and thickness in Wells		76	34	"
" " " " in way of Bridge				
" Angle in Wells		5	5 37	"
Thickness of Plating abreast Deck openings) in way of Wells			34	"
Thickness of Plating abreast Deck openings) in way of Bridge		✓		
Thickness of Plating within line of openings...		✓		
If Sheathed, material and thickness		✓		
DOUBLERS FITTED IN WAY OF TRANS. 3XHDS.		39" LONG	34	"
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		72	25	AS APPVD.
Plating, Sheathing, material and thickness ...			25	"
QUARTER				
Bridge Deck.				
Stringer Plate, breadth and thickness.....		68	32	"
UNDER TOWING MACHINE		83	62	"
Plating, Sheathing, material and thickness ...			32	"
Forecastle Deck.				
Stringer Plate, breadth and thickness.....		81	32	"
Plating, Sheathing, material and thickness ...			32	"

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if jagged? <i>NO</i>		BUTTS.				
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STARTED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>84½</i>	<i>.38</i>	<i>.38</i>	<i>.38</i>	<i>AS APPROVED</i>	<i>DOUBLE</i>	<i>¾</i>	<i>2½</i>	<i>TWO</i>	<i>¾</i>	<i>2½</i>	<i>5"</i>
<i>IN WAY OF BKHD</i>												
" DBLG (if any)	<i>39" LONG</i>	<i>.34</i>	<i>.34</i>	<i>.34</i>	" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>
BOTTOM PLATING, No. of of Strakes <i>ONE</i>	<i>96½</i>	<i>.34</i>	<i>.34</i>	<i>.34</i>	" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>
BILGE PLATING, No. of Strakes <i>ONE</i>	<i>82</i>	<i>.34</i>	<i>.34</i>	<i>.34</i>	" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>
SIDE PLATING, No. of Strakes <i>ONE</i>	<i>78½</i>	<i>.34</i>	<i>.34</i>	<i>.34</i>	" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>
UPPER DECK, Sheer- strake in Wells.....	<i>40½</i>	<i>.34</i>	<i>.34</i>	<i>.34</i>	" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>
UPPER DECK, Sheer- strake in Bridge <i>AT FORD END OF POOP</i>	<i>68</i>			<i>.5</i>	" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>
STRAKE BELOW Sheer- strake in Wells.....												
STRAKE BELOW Sheer- strake in Bridge ...)												
POOP SIDE PLATING			<i>.3</i>		" "	<i>DOUBLE</i>	<i>¾</i>	<i>2½</i>	<i>TWO</i>	<i>¾</i>	<i>2½</i>	<i>5"</i>
<i>BOSS</i>			<i>.4</i>		" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>
BRIDGE SIDE PLATING ...					" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>
FOREC'TLE SIDE PLATING			<i>.34</i>		" "	"	<i>¾</i>	<i>2½</i>	"	<i>¾</i>	<i>2½</i>	<i>5"</i>

WATERTIGHT BULKHEADS.

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

Extending to Upper Deck (Sec. 3 c).....SEVEN✓

Deck next below.

As per Rule THREE

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks	✓				
" " Second "	✓				
" " Third "	✓				
" " TANK Holds	✓	31	10x26x24	23	✓
" " TANK (in Hold)	✓	31	10x26x24	23	✓
" " AFTER PEAK "	✓	31	6x31x34	30	✓

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓			
STEM	ROLLED STEEL.	7x1 5/8	BETH. STEEL CO.	AS APPD
STERN FRAME { Propeller Post	CAST STEEL	AS APPD	ROXBURY STEEL CAST. CO.	"
{ Rudder	✓			"
RUDDER—A x D. 33.66 x 1.35 = 45.44				
Speed of Vessel.....	10 KNOTS			
RUDDER mainpiece at head ...	CAST STEEL.	7"	ROXBURY STEEL CO	"
" " heel ...		4 1/2		"
" " how constructed	CAST STEEL FRAME			"
" " double or single plate coupling, vertical or horizontal	PLATING WELDED TO FRAME FILLED WITH THORCOTE COMPOSITION DOUBLE.	19x23x2 3/4		"
	YES	8-2 1/2 BOLTS.		"

STEEL.

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

OPEN HEARTH.

Has the Steel been tested as required by the Rules? YES

EQUIPMENT No. <u>8373</u>										LETTER		ANCHORS.			
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
<u>12484</u>	1st Bower ...	<u>1148</u>		<u>LBS</u>	<u>✓</u>			<u>27328</u>	<u>LBS</u>	<u>AS APPROVED</u>	<u>BALDT STOCKLESS</u>	<u>BALDT. ANCHOR</u>	<u>CHESTER. P</u>		
<u>12487</u>	2nd „ ...	<u>1148</u>		<u>“</u>	<u>✓</u>			<u>27328</u>	<u>“</u>	<u>“</u>	<u>“</u>	<u>CHAIN & FORGE</u>	<u>3-4-30</u>		
	3rd „ ...				<u>✓</u>							<u>CORP</u>	<u>L.N.</u>		
	Collective weight.	<u>2296</u>		<u>LBS</u>	<u>✓</u>										
<u>12492</u>	Stream	<u>560</u>		<u>LBS</u>	<u>✓</u>			<u>16464</u>	<u>“</u>	<u>“</u>	<u>“</u>	<u>“</u>	<u>26-4-30</u>		

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.		Tons.	Length.	Cir.
	Fathoms.	Inch.	Tons.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Inch.				Fathoms.	Inch.	Tons.	Fathoms.	Inch.	
2456 2457	178	1 1/16	48472	68096	11000	LBS	11300		AS APPROV	150	1 1/8	✓	STUD LINK.	WOODHOUSE CHAIN WORKS	TRENTON NJ	TOWLINE...	75	1 1/8	AS APPROV
	150	(welded)													14-5-30.EIE				
													HAWSERS & WARPS						

ELECTRIC TYPE
Steering Gear, ~~Steam~~ **HYDE WINDLASS CO** Steering Gear, Hand **GOOD**

Boat **GOOD** Steering **S.W.R.** Size and Test **5/8 DIAM** Windlass **ELECTRIC. HYDE WINDLASS**

Ceiling in Holds, thickness and material ☒ Cargo Battens, thickness, material and spacing ☒

EXPANSION TRUNKS
Cargo Hatchways (Upper Deck) **TWO. 10'-0" x 11'-6" x 24" HIGH AT 4** Thickness of Hatches **37 STEEL PLATE**

Size of No. 1 Hatchway (Forward) No. 2 No. 3 No. 4 No. 5 No. 6

Number of Shifting Beams and/or Fore and Afters ☒

Builder's Signature *Bethlehem Shipbldg Corp. Ste H.E. Gould. Gen. Manager*

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel ☒ (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo ☒ The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

THIS VESSEL HAS BEEN BUILT UNDER SPECIAL SURVEY IN ACCORDANCE WITH RULES & APPROVED PLANS. QUALITY OF WORKMANSHIP & MATERIALS IS GOOD, AND IN THE OPINION OF THE UNDERSIGNED THE VESSEL IS ELIGIBLE TO HAVE THE RECORD +A1 OIL BARGE IN THE REGISTER BOOK WITH THE NOTATIONS "FOR SERVICE ON NEW YORK STATE BARGE CANAL AND FROM NEW YORK TO BELFAST MAINE VIA LONG ISLAND SOUND & CAPE COD CANAL" "CARRYING PETROLEUM IN BULK" "LONGITUDINAL FRAMING" "BRACKETLESS SYSTEM"

The amount of Entry Fee £ **20.00** Fees applied for, **11 JUNE 1930**

Special Survey Fee.... \$ **411.00** Received by me, **27/8/30**

BOSTON \$ **25.00** I am of opinion the Vessel should be Classed **+A1 OIL BARGE.**

Travelling Expenses, if any £ **29.00** **FOR SERVICE ON NEW YORK STATE BARGE CANAL AND FROM NEW YORK TO BELFAST MAINE VIA LONG ISLAND SOUND & CAPE COD CANAL CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING BRACKETLESS SYSTEM.**

State whether the Vessel has been built under Special Survey **YES** Signature *Richard Smith* Surveyor to Lloyd's Register of Shipping.

Certificate to be sent to **BOSTON** Date of issue **28/7/30**

NEW YORK JUN 13 1930

Committee's Minute

Character assigned **+ A1 Oil Barge**

For service on New York Barge Canal and from New York to Belfast, Me. via Long Island Sound & Cape Cod Canal. Carrying Petroleum in bulk + L.M.C 5-30

Note: Longitudinal framing Bracketless System Machinery aft. L.A.C.P. 2 Oil Engines connected to Elec. Motor & Screw Shaft Electric Light C.L.

Lloyd's Register Foundation

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Total No. of Visits **33**

PARTICULARS OF LONGITUDINAL FRAMING. BRACKETLESS

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 Brackets to Bulkheads.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
Framing of LEE or C																			
Frames in Bridge 'tween Decks ...		✓																	
Frames from Uppermost Continuous Deck		No. 1	9	2.43	.23	✓				As APPVD				3/4	4 1/2	2 5/8" FOR 6 RIVETS			
Framing from Awning, Shelter or Upper Deck to MARGIN PLATE. BULGE "		" 2	9	2.43	.23					"				3/4	4 1/2	AT ENDS OF LONGLS			
		" 3	9	2.43	.23					"				3/4	4 1/2				
		" 4	9	2.43	.23					"				3/4	4 1/2	ENDS OF LONGLS			
		" 5	9	2.43	.23					"				3/4	4 1/2	ELECTRICALLY WELDED TO SHEPLATING			
		" 6																	
		" 7																	
		" 8																	
		" 9																	
		" 10																	
		" 11																	
		" 12																	
		" 13																	
		" 14																	
		" 15																	
		" 16																	
Spacing of Longitudinal Frames																			
Amidships			23"						As APPVD.										
At Ends																			
SINGLE Double Bottoms																			
Tank Top Longitudinals		✓																	
Bottom			10	26	.24				As APPVD.					3/4	4 1/2	2 5/8" SPACING FOR 6 RIVETS. AT ENDS OF LONGLS			
Amidships			23"						"							LONGLS ELECT. WELDED AT ENDS.			
At Ends																			
Transverses. IN TANKS																			
In Bridge DECK			16	.34					As APPVD.										
Face Angles			5"	FLANGED					"										
Lugs to Shell *Joggled			3	3	.37				"				3/4	3 3/4					
SIDE In Awning, Shelter or Upper 'tween Decks.			25	.35					"										
Face Angles			5"	FLANGED					"										
Lugs to Shell *Joggled			3	3	.37				"				3/4	3 3/4					
Depth and Thickness			27	.37					"										
Face Angles			5"	FLANGED					"										
Lugs to Shell *Joggled			3	3	.37				"				3/4	3 3/4					
Bottom. In Hold.			34"	.37					"										
Brackets			70"	10-6	7-0				"										
Spacing of Transverse Frames																			
* State if joggled or liners.																			
Longitudinal Beams of L. LEE																			
Bridge Deck			✓																
Awg. or Shltr. Dk.			✓																
Upper			6	3 1/2	.38				"				23"						
Second			✓																
Third			✓																

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.