

421

18

Port of Survey Portland, Oregon

Date of Survey While building

Name of Surveyor Walter Lang

Ship's Name.

Port of Registry
and Nationality.
Bayonne NJ
U.S.A.

Official
Number.

Gross
Tonnage.

Date of Build.
1921

Particulars of Classification.

100 A.1. Shelter Deck with
Freeboard contemplated.

Register Book

LENGTH.	BREADTH.	DEPTH.	UNDER DECK
	Ext. 60.22'	29.22	Tonnage to Upper Deck 6083.78 ✓
	Average 1.55	No	Fore Peak 55.82
462'-10"	Frame Depth 7	Ceiling 4.20	Tanks
	Rule 3.500	Sheer -.82	No. 1 C 52.25
	Diff. 2 3.75		No. 4 C 4624
	No 50.84	50	
	Sparring 33		Half DB + 79.0
	60.05	28.60	6317.09
462.83	59.91	28.40	6230.09

Moulded Depth as measured 29'-9" ✓ Main Deck.
 " " " 37'-3" ✓ Shelter
 ~~Spar or Awning~~ Deck.
 Addition for Keel 2-3/8"

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

Efficient of fineness79
 Qualification necessary
 Shelter Dk. ~~800626~~
 Tonnage 8085.26

modification necessary }
Para. 4 (a) to (e)• }
sufficient as corrected 79-79

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	462.83	✓
Length in Table	357.00	✓
Difference.....	105.83	✓
Correction for 10ft.....	.8	✓
× Difference ÷ 10 =	8.4664	✓

 $+ 8\frac{1}{2}''$ ✓

particulars—

Constructed for carrying
Petroleum in bulk
Longitudinal framing and deck
Transverse
Three steel decks

Height of 'Tween Decks..... 7'-6"
(From top of beam to top of beam at side)
Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C	4 - 4 ✓
Correction for Length	<u>+ 8 1/2 ✓</u>
	5 - 0 1/2 ✓
Correction for Height of "Tween Decks in Spar-decked Ships. (3/4" stringer on shelter str.)	<u>7 - 6 1/4 ✓</u>
	12 - 6 3/4 ✓
Correction for Strength in excess of Lloyd's rules. (Tab A limit)	<u>8 1/2 ✓</u>
	11 - 10 1/4 ✓
Correction for Iron Deck if required	<u>+ 3 1/4 ✓</u>
	11 - 7. ✓
Other Corrections (if any)	

Winter Freeboard.....	11 - 4
Summer Freeboard	11 - 0 1/2
Indian Summer Freeboard.....	10 - 6
N. A. Winter Freeboard.....	✓

Correction necessary because clearside amidships measured
in accordance with the Statute is not taken at inter-
section of the wood or iron deck with side } $+1\frac{1}{2}$

Winter Freeboard from Deck Line	11 - 8 $\frac{1}{2}$
Summer	" " "	11 - 2
Indian Summer	" "	10 - 7 $\frac{1}{2}$
N.A. Winter	" "	"

BOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Iron) Deck :—

3 - 21

[illegible]

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.

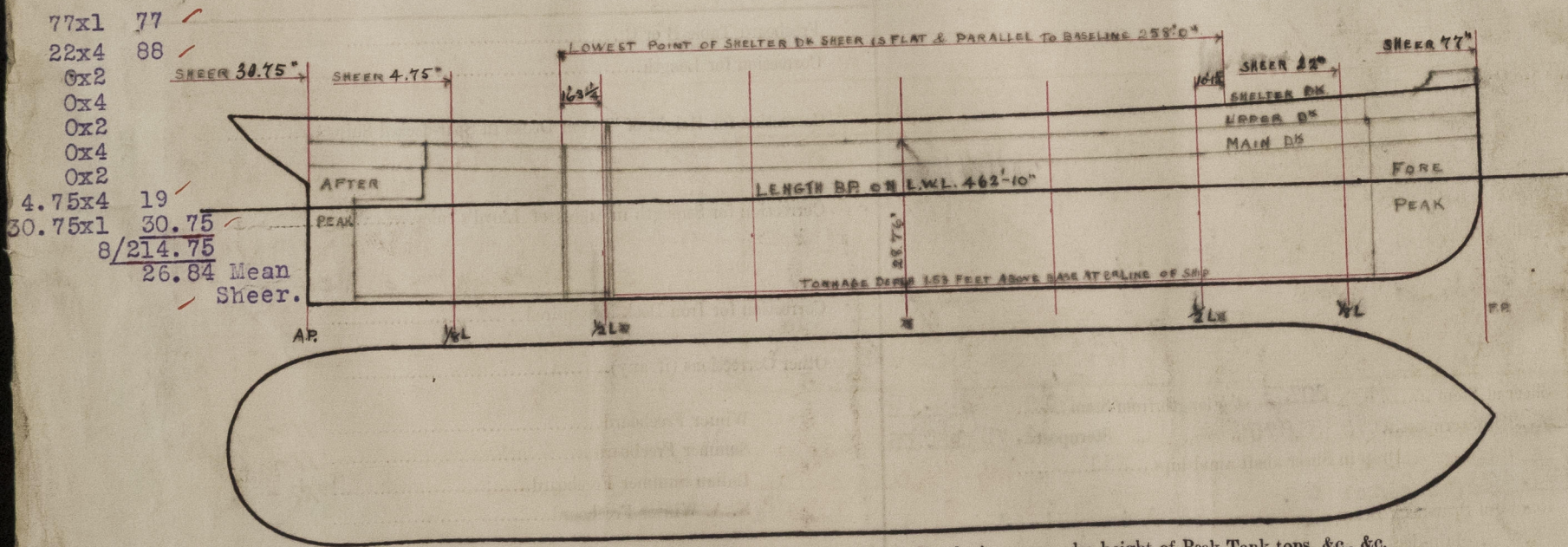
* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

Shelter Dk. Yes Awning deck? Report N
 Do all the Frames extend to the top Height in the Spar deck? Yes
 Do all the Frames extend to the top height in the Poop? Longitudinal Bridge House? Forecastle?
 To what height do the Reverse Frames extend? Framing
 Has the Poop an efficient Iron Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead
 Is the Poop connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead
 What is the thickness of the Bridge Front plating? and Coaming plate?
 Give scantlings and spacing of the Stiffeners
 Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?
 Has the Bridge House an efficient Iron Bulkhead at the after end?
 How are the openings closed?
 Is the Forecastle at least as high as the main or top-gallant rail? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?
 Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? Yes
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? Yes
 Give thickness of plating; scantlings and spacing of Stiffeners 5/16" Coaming 3/8" Stiffs. 5"x3"x3/8" spaced 30" apart.
 What is the height of the exposed Casings? 8"-0" Are suitable means provided for closing all openings in them in bad weather? Yes
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— Yes

Position and Size.	No. 1 Cargo Hatch	9 Oil Tanks P&S	5 Oil Tanks P&S						
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.
Height above top of DECK	30"	As	30"	As	30"	As			
Thickness { Sides.....	.44"		.38"		.38"				
Ends.....	.44"	Fitted	.38"	Fitted	.38"	Fitted			
SHIFTING BEAMS OR PLATES	1. 12x35 lb. 1 Beam 21x2x60L Steel	Do.	.38" Steel Covers Main Tanks		.38 Steel Covers Summer Tanks				
* FORE AND AFTERS.	Number.....								
	Section and Scantlings.....								
	Material.....								
HATCHES Thickness									
Remarks.....									

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel Isherwood Oil Tanker - Complete Shelter Deck Vessel.
 Sister Ship of the S. S. "W.H.LIBBY" built by the same Firm. The Fore Peak, No.1 Cofferdam, No.4 Cofferdam and space between Upper & Shelter Decks measured separately and given as follows:

Under Deck Tonnage to Upper Deck 6083.78
 Fore Peak " all below 55.82
 No.1 Cofferdam " Upper Dk. 52.25
 No. 4 " " 46.24
 6238.09

Double Bottom Aft exempted. Aft. Peak included also Cofferdams 2 and 3 in Under Upper Dk. and Shelter Dk. Tonnage.

Space between Upper & Shelter Dk. 1768.17
 Under Dk. Tonnage to Shelter Dk. 8006.26

+ 813 aft - 79
 8085.26
 Owners The Standard Oil Company of New Jersey.

Address

Fee \$ 50.00 :

Received by me

For Displacement & Tonnage with
 Curve refer letter 19 Jan'y 1921
 Lloyd's Register
 Foundation