

With or Without Disconnected Erections.

STEEL STEAMER.

MON 14 MAY 1917
MAY 1917

Received at London Office

Date of completion of report 19 April 1917 Port of Philadelphia Pa. No. 2555
Survey held at Camden N.J. Date, First Survey 17 May 1916 Last Survey 31 March 1917

On the steel single screw steamer "GULFMAID" (Y.N. 172) Rig Schooner.
TONNAGE under 4610.98
Tonnage Deck 35.38
Do. between Fore and Aft Dk. 115.33
Do. between Fore and Aft Dk. 115.33
Total under Upper Dk. 4646.26
Do. of Poop 227.56
Do. of Forecastle 27.05
Do. of Houses on Dk. 44.52
Do. of excess of Hatchways
Do. above Crown of Engine Room 112.49
Gross Tonnage 5225.72
Less Crew Space 222.43
Less above Crown of Engine Room 5225.
TONNAGE FOR FEES 5225.
Less Engine Room 1672.03
Less Navigation Spaces 81.76

CLASS 100A1
Breadth (greatest moulded) 51.0
Depth, at middle of length from top of keel to top of upper deck beams at side 30.167
Transverse Number 81.167
Length on deck from fore part of stem to after part of stern post 392.0
Longitudinal Number 31817
Depth "d," at middle of length (See Secs. 2 & 13) 19.2
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.994
" " Long Bridge Deck Beam at side to top of keel 5

Master C. Anderson.
Year of appointment (1) As Master in service of owner of present vessel—1908
(2) As Master of this vessel—1917
Built at Camden N.J.
When built 1917 Launched 20 March 1917
By whom built New York Shipbuilding Corporation
Owners Gulf Refining Co.
Managers
(Where necessary to be entered in Reg. Book.)
Residence New York.
Port belonging to Port Arthur Texas.

Register Tonnage 3248.88
as cut on Beam

Destined Voyage Port Arthur Texas If Surveyed while Building, Afloat, or in Dry Dock Yes

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
392 0			51 0			Do. do. do. do. Second Dk. Beams	27 9		Two
							20 3		Two

Dimensions of Ship per Register, Length 391.16 breadth 51.2 depth 30.25 Moulded depth, ft. 30 ins. 2 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.

FRAMING.						PILLARS.					
FRAME, Angles, or Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
Do. in peaks Fore Peak 8x3 1/2 x 50 aft Peak 6x3 1/2 x 37 1/2						" " Hold					
Do. in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks.					
" " at intermdt. Bkts.						" " in Hold					
Spacing of Frames from centre to centre amidships						KEELSONS & STRINGERS.					
" " length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
" " in peaks						" Rider Plate	56	50	56	50	
REVERSED FRAME, Angles						" Flat Plate Keel Angles	6 6	9 16	6 6	9 16	
Do. in way of Double Bottoms at Solid Floors						" Horizontal Plates on Floors					
" " at intermdt. Bkts.						" Angles or Bulb Angles					
FRAMING, depth of girder						SIDE KEELSONS, Number					
FLOORS, depth and thickness of Floor Plate at mid-line for length amidships						" Angles or Bulb Angles					
" in way of Engine and Boiler Spaces						" Plate above floors for length					
" thickness at the ends of vessel						" Intercoastal Plate, for length					
" depth at 1/2 the half breadth, as per Rule						" Attached to outside Plating with Angle					
" height extended at the Bilges						BILGE KEELSON, Angles					
FLOORS in Cell. Double Bottoms						" Intercoastal Plate, for length					
" state if flanged (top & bottom)						" Attached to outside Plating with Angle					
" Spacing of Solid floors						SIDE STRINGERS, Number					
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.						" Angle					
" Angles, Top						" Intercoastal Plate, for length					
" Bottom						" Attached to outside plating with Angle					
" to Floors						Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	160	62	60	62	
Brackets at intermdt. frmg., wdth & thknss						" " " " br'dth & thickness (in way of Bridge)	5x5	9 16	5x5	9 16	
SIDE GIRDERS, number on each side & thickness						" " " " Angle (clear of Bridge)					
" state if flanged (top and bottom)						" Tie Plate at sides of Hatchways					
" Angles (top and bottom)						Deck * Iron or Steel, for full lng.					
" to Floors						" Thickness (clear of Bridge)					
MARGIN PLATE, depth (exclusive of flange) and thickness						" (in way of Bridge)					
" Angle to Outside Plating						Wood Deck. Material & thickness					
" Floors						Second Deck Stringer Plate, br'dth & thickness	78	42	75	42	
Brackets at intermdt. frmg., wdth & thknss						" Angles on ditto, No. One	5x5	50	5x5	50	
Height of Outside Brackets above at bilge						" Tie Plates outside Hatchways					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Deck * Iron or Steel, for full lng.					
" in Engine and Boiler space						" Thickness (clear of Bridge)					
" Remainder in Holds						" (in way of Bridge)					
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						Wood Deck. Material & thickness					
" In way of Long Bridge						Third Deck Stringer Plate, br'dth & thickness					
" Spacing						" Angles on ditto, No.					
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						" Tie Plates, outside Hatchways					
" Spacing						Deck * Material and thickness					
BEAMS, Third and Fourth Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Angles on upper edge						" Angles on ditto, No.					
" Spacing						" Tie Plates outside Hatchways					
BEAMS, Poop Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						" Deck. Material & thickness					
" Angles on upper edge						Poop Deck Stringer Plate, breadth & thickness					
" Spacing						" Angle on ditto	32x32	38	32x32	38	
BEAMS, Bridge Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						" Tie Plates					
" Angles on upper edge						" Deck. Material and thickness					
" Spacing						Bridge Deck Stringer Plate, br'dth & thickness					
BEAMS, Forecastle Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel						" Angle on ditto	32x32	38	32x32	38	
" Angles on upper edge						" Tie Plates					
" Spacing						" Deck. Material and thickness					

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

Form No. 1-A. WEB FRAMES. FORGINGS or CASTINGS. BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION LONGITUDINAL. PLATING. STRAKES. RIVETING. BUTTS. UPPER DECK STRINGER PLATE. SECOND DECK STRINGER PLATE. FRAMES. REVERSED FRAMES. MASTS, SPARS, &c. LOWER MASTS. BOWSPRIT. TOPMASTS, YARDS AND REMAINDER OF SPARS. RIGGING. SAILS.

MECHANICAL TESTS OF C.S. ANCHORS, &c. EQUIPMENT No. 33147. LETTER Y. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks. Correspondence. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Are the butts of plating, stringers, &c., properly shifted and staggered? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. Committee's Minute. Character assigned. Equip. by Y. Elec. Light. Filled for Oil Fuel 3.17 7.9. above 150.7. Lloyd's Register Foundation.

GENE

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 Brackets to Bulkheads.							
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.						
Framing of Λ , L or K		6	3	$\frac{3}{8}$	6	3	$\frac{3}{8}$	6	3	$\frac{3}{8}$	6	3	$\frac{3}{8}$	6	3	$\frac{3}{8}$	6	3	$\frac{3}{8}$	6	3	$\frac{3}{8}$					
Frames in Bridge 'tween Decks ...		7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$					
Frames from Uppermost Continuous Deck		7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$					
No. 1		7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$					
" 2		7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$	7	3	$\frac{3}{8}$					
" 3		8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$					
" 4		8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$					
" 5		8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$					
" 6		8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$					
" 7		8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$	8	3	$\frac{3}{8}$					
" 8		10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$					
" 9		10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$					
" 10		10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$	10	3	$\frac{3}{8}$					
" 11		12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$					
" 12		12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$					
" 13		12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$					
" 14		12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$					
" 15		12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$					
" 16		12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$	12	3	$\frac{3}{8}$					
Spacing of Longitudinal Frames		Amidships	27	6	30	At Ends	27	6	30	Amidships	27	6	30	At Ends	27	6	30	Amidships	27	6	30	At Ends	27	6	30		
Double Bottoms		Tank Top Longitudinals	7	3	$\frac{3}{8}$	Bottom	7	3	$\frac{3}{8}$	Amidships	7	3	$\frac{3}{8}$	At Ends	7	3	$\frac{3}{8}$	Amidships	7	3	$\frac{3}{8}$	At Ends	7	3	$\frac{3}{8}$		
Spacing of Longitudinals		Amidships	27	6	30	At Ends	27	6	30	Amidships	27	6	30	At Ends	27	6	30	Amidships	27	6	30	At Ends	27	6	30		
Transverses.		In Bridge	Depth and Thickness	15	3	$\frac{3}{8}$	Face Angles	5	3	$\frac{3}{8}$	Lugs to Shell	3	3	$\frac{3}{8}$	In Hold.	Depth and Thickness	15	3	$\frac{3}{8}$	Face Angles	5	3	$\frac{3}{8}$	Lugs to Shell	3	3	$\frac{3}{8}$
" 'tween Decks		Depth and Thickness	15	3	$\frac{3}{8}$	Face Angles	5	3	$\frac{3}{8}$	Lugs to Shell	3	3	$\frac{3}{8}$	In Hold.	Depth and Thickness	15	3	$\frac{3}{8}$	Face Angles	5	3	$\frac{3}{8}$	Lugs to Shell	3	3	$\frac{3}{8}$	
" In Awaiting, Shelter or Upper 'tween Decks.		Depth and Thickness	15	3	$\frac{3}{8}$	Face Angles	5	3	$\frac{3}{8}$	Lugs to Shell	3	3	$\frac{3}{8}$	In Hold.	Depth and Thickness	15	3	$\frac{3}{8}$	Face Angles	5	3	$\frac{3}{8}$	Lugs to Shell	3	3	$\frac{3}{8}$	
" In Hold.		Depth and Thickness	15	3	$\frac{3}{8}$	Face Angles	5	3	$\frac{3}{8}$	Lugs to Shell	3	3	$\frac{3}{8}$	In Hold.	Depth and Thickness	15	3	$\frac{3}{8}$	Face Angles	5	3	$\frac{3}{8}$	Lugs to Shell	3	3	$\frac{3}{8}$	
Spacing of Transverse Frames		Amidships	27	6	30	At Ends	27	6	30	Amidships	27	6	30	At Ends	27	6	30	Amidships	27	6	30	At Ends	27	6	30		
Longitudinal Beams of		Bridge Deck	6	3	$\frac{3}{8}$	Awg. or Shl. Dk.	6	3	$\frac{3}{8}$	Upper	7	3	$\frac{3}{8}$	Second	7	3	$\frac{3}{8}$	Third	7	3	$\frac{3}{8}$	Transverse Beams.	12	3	$\frac{3}{8}$		
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.																											

5e, 6, 12, -T.

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.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 47 ft., R.Q.D. ✓ ft., Bridge 34 ft., Forecastle 32 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

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) 2 dks (stb) & web frames. Longitudinal framing. Official No. 21487; Signal Letters LG 5V. State if Machinery is fitted aft Yes. (Machinery aft) How are the surfaces preserved from oxidation? Inside Portland Cement & Bitumastic Cement Paint. 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.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
Double bottom, aft,	Feet.	Tons.	Fore peak tank,	Feet.	Tons.
Double bottom, under Engines and Boilers,	—	—	After peak tank,	—	159
Double bottom, if under Engines only,	26.5	75.7	Deep tank, aft,	—	29.5
Double bottom, if under Boilers only,	35.0	146.0	Deep tank, forward,	—	—
Double bottom, forward,	—	—	Other tanks, if fitted,	—	—
Total capacity of double bottom	221.7		(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. 50

Date 19 July 1915

No. 172 in builder's yard.

DATES OF SURVEYS held while building

May 17, 22, 25, 26, 29, 31, June 7, 13, 16, 20, 22, 27, 28, July 4, 6, 11, 13, 16, 20, 24, 27, Aug. 5, 8, 10, Sep. 5, 12, 15, 21, 22, 28, Oct. 2, 6, 10, 13, 19, 24, Nov. 3, 6, 10, 13, 17, 21, 27, Dec. 1, 15, 16, 20, 27, 29, 1916
Jan. 8, 11, 17, 24, 30, 31, Feb. 5, 7, 13, 15, 16, 17, 19, 20, 22, 23, 24, 26, 28, Mar. 1, 5, 6, 7, 8, 9, 12, 13, 14, 15, 16, 19, 20, 23, 24, 26, 27, 28, 29, 30, 31, 1917

Surveyor's Signature

Acting Surveyor

Total No. of Visits 89

Lloyd's Register Foundation