

With or Without
Disconnected Erections.

STEEL STEAMER.

FRI. 17. MAR. 1916

Received at London Office

State if Report is also sent on the Machinery of the Vessel *yes*.

Date of completion of report *1st March 1916*

Port of *Philadelphia*

No. *2356*

Survey held at *Wilmington Del*

Date, First Survey *7th April 1915*

Last Survey *14th February 1916*

On the (State if Single, Twin, or Triple Screw)

SINGLE SCREW STEAMER "GOLD SHELL"

Rig *Schooner*

TONNAGE under

CLASS

100A1 Car. Fel. in Bulk, Long. framing

Master

Fredrick House

Year of appointment

(1) As Master in service of owner of present vessel: 1916
(2) As Master of this vessel: 1916

Tonnage Deck...

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk. *5309.52*

Do. of Poop

Do. of R.Q.Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

TONNAGE FOR FEES

Less Engine Room

Navigation Spaces

Room, Peaks &c

ster Tonnage

ut on Beam

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of upper deck beams at side

Transverse Number

Length on deck from fore part of stem to after part of stern post

Longitudinal Number

Depth "d," at middle of length (See Secs. 2 & 13)

Proportions—Depths to Length—Upper Deck Beam at side to top of keel

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage

New York

If Surveyed while Building *Afloat, or in Dry Dock*

yes

Length on Deck	Feet	Inches	BREADTH—	Feet	Inches	DEPTH, ACTUAL—	Feet	Inches	No. of Decks with flat laid
per Rule	412	0	Moulded	53	1	Top of Floors to top of Upper Dk. Beams	31	0	Two
						do. do. Second Dk. Beams	24	0	Two

Moulded depth, ft. 38 ins. 6	To Bridge Dk.	Round of Upper	13 ins.
Moulded depth, ft. 31 ins. 0	To Upper Dk.	Dk. Beam, Actual	

Dimensions of Ship per Register. Length *411.6* breadth *53.4* depth *29.8*

FRAMING.				PILLARS.			
NAME, Angles, or C or L Bars amidships	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.
Do. in peaks	8 3/2	40	8 3/2	" Hold			
Do. in way of Double Bottoms at Solid Floors	8 3/2	42	8 3/2	" Quarter 'tween Dks.,			
" " at intermdt. Bkts.				" in Hold			
Being of Frames from centre to centre amidships	25 1/2	in L.R. only	25 1/2	KEELSONS & STRINGERS.			
" " length to Collision bulkhead	24	R.P. only	24	CENTRE LINE KEELSON, Vertical Plates above			
VERSED FRAME, Angles	3 1/2	52	3 1/2	Rider Plate, <i>Long. plating of M.L. & R.K.D.</i>			
Do. in way of Double Bottoms at Solid Floors	3 1/2	52	3 1/2	Flat Plate Keel Angles			
" " at intermdt. Bkts.				Horizontal Plates on Floors			
AMING, depth of girder				Angles or Bulb Angles			
DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				SIDE KEELSONS, Number			
" in way of Engine and Boiler Spaces				Angles or Bulb Angles			
" thickness at the ends of vessel				Plate above floors, for length			
" depth at 1/2 the half breadth, as per Rule				Intercoastal Plate, for length			
" height extended at the Bilges				Attached to outside Plating with Angle			
BOORS in Cell. Double Bottoms, L.R. only				BILGE KEELSON, Angles			
" state if flanged (top & bottom)				Intercoastal Plate for length			
" Spacing of Solid floors	25 1/2		25 1/2	Attached to outside Plating with Angle			
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	7 5/8	52	7 5/8	SIDE STRINGERS, Number			
" in Engine Room only	3 1/2	48	3 1/2	Angles			
" " to Floors	6	54	6	Intercoastal Plate, for length			
" Brackets at intermdt. frmg., wdth & thknss				Attached to outside plating with Angle			
DE GIRDERS, number on each side & thickness	one		one	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)			
" state if flanged (top and bottom)	No			" " " br'dth & thickness (in way of Bridge)			
" Angles (top and bottom)	6 3/2	63	6 3/2	" " " Angle (clear of Bridge)			
" to Floors	5 3/2	40	5 3/2	" " Tie Plate at sides of Hatchways			
RGIN PLATE, depth (exclusive of flange) and thickness	Level	50	50	Deck * <i>Iron or Steel</i> , for full lng.			
" Angle to Outside Plating	4	48	4	Thickness (clear of Bridge)			
" Floors				(in way of Bridge)			
" Brackets at intermdt. frmg., wdth & thknss				Wood Deck. Material & thickness			
Height of Outside Brackets above at bilge				Second Deck Stringer Plate, br'dth & thickness			
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	1.00	56	1.00	Angles on ditto, No.			
" in Engine and Boiler space				Tie Plates outside Hatchways			
" Remainder in Holds				Deck * Material and thickness			
AMS, 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.			
AMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel				Tie Plates, outside Hatchways			
" Spacing				Deck * Material and thickness			
AMS, 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			
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			
" Angles on upper edge				Tie Plates			
" Spacing				Deck. Material and thickness			
				Forecastle Deck Stringer Plate, br'dth & th'kns			
				Angle on ditto			
				Tie Plates			
				Deck. Material and thickness			

PARTICULARS OF LONGITUDINAL FRAMING.

GENERAL		FRAMING.				AMIDSHIPS.		ENDS.		AMIDSHIPS.		ENDS.		RIVETING.			
		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.	Number.	Diameter.	
Framing of $\lambda, L \times K$		6	3	406	6	3	406	6	3	406	6	3	406	3/4	1 1/2	-	-
Frames in Bridge 'tween Decks ...		7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7/8	5 1/4	5 1/4	7
Frames from Uppermost Continuous Deck No. 1		7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7/8	5 1/4	5 1/4	7
" 2		7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7/8	5 1/4	5 1/4	7
" 3		7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	7/8	5 1/4	5 1/4	8
" 4		8	3 1/2	38	8	3 1/2	38	8	3 1/2	38	8	3 1/2	38	7/8	5 1/4	5 1/4	8
" 5		8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	7/8	5 1/4	5 1/4	8
CAR, " 6		9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	7/8	5 1/4	5 1/4	8
CAR, " 7		9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	7/8	5 1/4	5 1/4	10
" 8		10	3 1/2	43	10	3 1/2	43	10	3 1/2	43	10	3 1/2	43	7/8	5 1/4	5 1/4	10
" 9		10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	7/8	5 1/4	5 1/4	10
CAR, " 10		10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	7/8	5 1/4	5 1/4	10
" 11		13	4	40	13	4	40	13	4	40	13	4	40	7/8	5 1/4	5 1/4	16
" 12		13	4	43	13	4	43	13	4	43	13	4	43	7/8	5 1/4	5 1/4	16
Bottom Longitudinals		13	4	45	13	4	45	13	4	45	13	4	45	7/8	5 1/4	5 1/4	12
" 14		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" 15		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
" 16		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Spacing of Longitudinal Frames		30	-	-	21	-	-	30	-	-	21	-	-	-	-	-	-
Double Bottoms		-	-	-	7	3 1/2	52	-	-	-	7	3 1/2	52	7/8	5 1/4	-	-
Tank Top Longitudinals		-	-	-	7	3 1/2	46	-	-	-	7	3 1/2	46	7/8	5 1/4	-	-
Bottom		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Spacing of Longitudinals		-	-	-	30	-	-	-	-	-	30	-	-	-	-	-	-
Transverses.																	
In Bridge 'tween Decks		Wing Bulkheads in lieu efficiently stiffened															
In Awning, Shelter or Upper 'tween Decks.		Joggled															
In Hold.		Joggled															
Spacing of Transverse Frames		8'-8"															
Longitudinal Beams of $\lambda, L \times K$																	
Bridge Deck ...		6	3	34	-	-	-	6	3	34	-	-	-	40	-	-	-
Awg. or Shltr. Dk.		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Upper CAR.		6	3	406	6	3	406	6	3	406	6	3	406	30	-	-	-
Second		7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	24	16	27	-
Third		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 10.25 ft., R.Q.D. ✓ ft., Bridge 29.0 ft., Forecastle 40.0 ft.
 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *Not joined*
 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 should appear in the Register Book) *2 DECKS (STL) + WEB FRAMES*
 Official No. *213873*; Signal Letters *LF8B*. State if Machinery is fitted aft *yes*
 How are the surfaces preserved from oxidation? Inside *Portland Cement + paint* outside of Oil Tanks *Paint* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *Cellular system*

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	-	-	Fore peak tank,	-	114
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	106
Double bottom, * under Engines only,	36.12	98	Deep tank, aft,	-	-
Double bottom, * under Boilers only,	38.25	101	Deep tank, forward,	32.00	337
Double bottom, forward,	-	-	Other tanks, if fitted,	-	-
Total capacity of double bottom,	-	199	(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. *40*
 Date *8th March 1915*
 No. *437* in builder's yard.
 Surveyor's Signature *James B. Butler*
 Lloyd's Register Foundation