

With or Without
Disconnected Erections.

STEEL STEAMER.

MON. - 3 JAN. 1916

Received at London Office

State of Report is also sent on the Machinery of the Vessel

Date of completion of report 17th Dec. 1915 Port of Philadelphia
Survey held at Wilmington Del: Date, First Survey 13th Jan. 1915 Last Survey 2nd Dec. 1915

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

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. 5309.62
Total under Upper Dk. 81.93
Do. of Poop 56.19
Do. of R.Q.Dk. 79.24
Do. of Forecastle 180.48
Do. of Houses on Dk. 125.08
Do. of excess of Hatchways 5836.44
Do. above Crown of Engine Room 280.02
Gross Tonnage 125.08
Do. Crew Space 5431.34
Do. above Crown of Engine Room 1793.70
Do. Navigation Spaces Etc. 340.05
Register Tonnage 3422.67
as cut on Beam

CLASS 100 A.1.

FEET.

Master P. Gibson

Year of appointment

(1) As Master in service of owner of present vessel - 1915
(2) As Master of this vessel - 1915

Built at Wilmington Del. U.S.A.

When built 1915 Launched 4th Sept. 1915

By whom built Harlan & Hollingsworth Corporation

Owners Shell Company of California

Managers

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

Residence

San Francisco Cal.

Port belonging to Wilmington Del.

LENGTH on Deck as per Rule 412.0
BREADTH Moulded 53.1
DEPTH, ACTUAL - Top of Floors to top of Upper Dk. Beams 31.0
Do. do. do. do. Second Dk. Beams 31.0
No. of Decks with flat laid Two
No. of Tiers of Beams Two

Dimensions of Ship per Register. Length 411.6 breadth 53.4 depth 31.0
Moulded depth, ft. 38 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.
Moulded depth, ft. 31 ins. 0 To Upper Dk.

FRAMING.				PILLARS.			
FRAME, Angles, or Bars amidships				PILLARS, In 'tween Deck, size and spacing			
Do. in peak				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.			
from 1/2 length to Collision bulkhead				CENTRE LINE KEELSON, Vertical Plate above			
in peaks				floors, Through Plate, or Intercostal Plate			
REVERSED FRAME, Angles				Rider Plate			
Do. in way of Double Bottoms at Solid Floors				Flat Plate Keel Angles			
at intermdt. Bkts.				Horizontal Plates on Floors			
FRAMING, depth of girder				Angles or Bulb Angles			
FLOORS, depth and thickness of Floor Plate				SIDE KEELSONS, Number			
at mid-line for 1/2 length amidships				Angles or Bulb Angles			
in way of Engine and Boiler Spaces				Plate above floors, for length			
thickness at the ends of vessel				Intercostal 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				Intercostal 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. & thcknss.				Angle			
Angles, Top				Intercostal Plate, for length			
Bottom				Attached to outside plating with Angle			
to Floors				Upper Deck Stringer Plate, br'dth & thickness			
Brackets at intermdt. frmg., wdth & thcknss				(clear of Bridge)			
SIDE GIRDERS, number on each side & thickness				br'dth & thickness			
state if flanged (top and bottom)				(in way of Bridge)			
Angles (top and bottom)				Angle (clear of Bridge)			
to Floors				Tie Plate at sides of Hatchways			
MARGIN PLATE, depth (exclusive of flange)				Deck. * Iron or Steel, for full lng.			
and thickness				Thickness (clear of Bridge)			
Angle to Outside Plating				(in way of Bridge)			
Floors				Wood Deck. Material & thickness			
Brackets at intermdt. frmg., wdth & thcknss				Second Deck Stringer Plate, br'dth & thickness			
Height of Outside Brackets above at bilge				Angles on ditto, No. one			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake				Tie Plates outside Hatchways			
in Engine and Boiler space				Deck. * Iron or Steel, for full lng.			
Remainder in Holds				Thickness (clear of Bridge)			
BEAMS, Upper Deck, Single Angle, Bulb				(in way of Bridge)			
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				Tie Plates, outside Hatchways			
Angle, Plate, Tee Bulb, or Channel				Deck. * Material and thickness			
In way of Long Bridge				Fourth and Fifth Deck Stringer Plate, breadth & thickness			
Spacing				Angles on ditto, No.			
BEAMS, Third and Fourth Deck, Single Angle, Bulb				Tie Plates outside Hatchways			
Angle, Plate, Tee Bulb, or Channel				Deck. Material & thickness			
Angles on upper edge				Poop Deck Stringer Plate, breadth & thickness			
Spacing				Angle on ditto			
BEAMS, Poop 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, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Angle on ditto			
Angles on upper edge				Tie Plates			
Spacing				Deck. Material and thickness			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				Forecastle Deck Stringer Plate, br'dth & th'kns			
Angles on upper edge				Angle on ditto			
Spacing				Tie Plates			
				Deck. Material and thickness			

[illegible]

MECHANICAL TESTS OF ANCHORS BY J. Ballou 4/8/15 & A.W. M'Krab 25/8/15 & 25/9/15 & J. Ballou 21/7/15.

EQUIPMENT No. 36042		LETTER Z		ANCHORS		TONNAGE U. K. OR PLATING No. FOR TRAWLERS		
Number of Certificate	Anchor	WRIGHT, EX. STOCK	WEIGHT OF STOCK	TEST, PER CERTIFICATE	WRIGHT REQUIRED BY TABLE 31	Description of Anchor	Makers	Where and when tested and Superintendent
2420	1st Bower	63 1 6	STOCK LESS	50 2 2	63 3 0	Baldt	Baldt Anchor Co	Ches. Pa. 4/8/15 J. Ballou
2428	2nd "	59 2 26		48 4 1	59 0 14			20/9/15 A.W. M'Krab
2433	3rd "	59 2 11		48 2 3	59 0 14			26/9/15
	Collective weight	182 2 15			182 0 0			
2387	Stream	18 0 14	5 1 7	19 2 0	21 17 2	Common		2/7/15 J. Ballou
2383	Kedge	7 1 13	2 0 11	9 11 2	7 7 2			

CHAIN CABLES		HAWERS AND WARPS									
Number of Certificate	Length and size supplied	Test per Certificate	WRIGHT OF CHAIN CABLE	Length and Size per Table 31	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 31
	Fathoms. Ins.	Stat. Tons. Break. ing Tons.	Supplied. Per Rule. Cwts. qrs. lbs. Cwts. qrs. lbs.	Fathoms. Ins.					Fathoms. Ins.	Length. Cir. Tons.	Fathoms. Ins.
406	270 2 1/2	9 1/2	127 2 24	682 1 11	270 2 1/2	Shed. Reboam (Tan) Works	Reboam 26/9/15 T.R. Dood	TOWLENE	120 5 1/2	59	120 5 1/2
	90 4 1/4	4 7/8			90 4 1/4			HAWERS & WARPS	2-90 2 3/4	16 1/2	2-90 2 3/4
									2-90 8 1/2	MANILLA 2 90	7 1/2

Boats Dive
Pumps, Number as per approved Pumping Plan
Windlass is Steam by the Hyde Windlass Co.
Engine Room Skylights—How constructed? Steel plates 1 angle. What arrangements for deadlights in bad weather? Steel plates & bulls eyes.
Coal Bunker Openings—How constructed? Steel plates 1 angle. How are lids secured? Cleats & battens. Height above deck? 26".
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 scuppers each side & 9 freeing ports each 3'1" x 18".
Ceiling in Holds, thickness and material none.
Cargo Hatchways—How formed? Steel plates 1 angle. Cargo Batches, thickness and material none.
State size No. 1 Hatch (Forward) 11' 11" x 9' 11" No. 2 Hatch No. 3 Hatch No. 4 Hatch
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 28 oil hatchways on upper deck each 6'0" x 8'11" Coaming 9' ball angle.
No. of Breasthooks 11. No. of Crutches deep floors.
Bulwarks, height above deck and description 4'2" x 25" Steel plate. Main Rail, material and size 6" Dyak bar.
The foregoing is a correct description of the vessel.
Builder's Signature (here only) HARLAN & HOLLINGSWORTH CORPORATION Surveyor's Signature Charbeit & A.W. M'Krab
Surveyor to Lloyd's Register of Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)
London. 17. 2/2/15. 6/2/15. 26/2/15. 12/4/15. 15/7/15 & 20/7/15. NEW YORK. 5/1/15. 6/1/15. 14/1/15. 20/1/15. 13/4/15 & 30/6/15.
Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable.
Is the riveted work properly closed? Yes.
Are the liners between the frames and plates solid single pieces? none, longitudinal framed. Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? a few.
Are the butts of Plating, Stringers, &c., properly shifted and staggered? OVERLAPPED. Yes.
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests satisfactory.
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes. State results of tests satisfactory.
General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Society's rules & the approved plans, copies of which are in the London Office. The materials & workmanship are of good quality.
The oil tanks. (28 in number) cofferdams & oil fuel tanks have been tested as required by the rules & found satisfactory.
Reports on the stem frame & rudder are being forwarded with this report.
A copy of the midship section of ship as built is also forwarded.

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee	Special Survey Fee	Travelling Expenses, if any	New York Expenses	Fees applied for	Received by me
25	804	69	14.40	14/12/1915	16/12/1915

State whether the Vessel has been built under Special Survey Yes.
I am of opinion this Vessel should be Classed H 100 A1. "CARRYING PETROLEUM IN BULK" LONGITUDINAL FRAMING.
Without Freeboard, as condition of Class
Surveyor to Lloyd's Register of Shipping.

Committee's Minute TUE. 4 JAN. 1916
Character assigned Carrying petroleum in bulk
as b. D. Listed for oil fuel 12. 15. L. D.
T.P. above 150° F.

PARTICULARS OF LONGITUDINAL FRAMING.

GE

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.											
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.									
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.								
Framing of <i>L & K</i>		6	3	406	6	3	406	6	3	406	6	3	406	6	3	406	3/4	5/4							
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	3 1/2	38	3/8	5/4	7	3/8					
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	3 1/2	38	3/8	5/4	7	3/8				
Framing from Awning, Shelter or Upper Deck to Margin Plate.		" 2	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	3/8	5/4	8	3/8				
		" 3	7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	3/8	5/4	8	3/8				
		" 4	8	3 1/2	38	8	3 1/2	38	8	3 1/2	38	8	3 1/2	38	8	3 1/2	38	3/8	5/4	8	3/8				
		" 5	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	3/8	5/4	8	3/8				
		" 6	9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	3/8	5/4	10	3/8				
		" 7	9	3 1/2	42 1/2	9	3 1/2	42 1/2	9	3 1/2	42 1/2	9	3 1/2	42 1/2	9	3 1/2	42 1/2	3/8	5/4	10	3/8				
		" 8	10	3 1/2	43 1/2	10	3 1/2	43 1/2	10	3 1/2	43 1/2	10	3 1/2	43 1/2	10	3 1/2	43 1/2	3/8	5/4	10	3/8				
		" 9	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	3/8	5/4	10	3/8				
		" 10	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	3/8	5/4	10	3/8				
		" 11	13	4	40	13	4	40	13	4	40	13	4	40	13	4	40	3/8	5/4	16	3/8				
		" 12	13	4	43	13	4	43	13	4	43	13	4	43	13	4	43	3/8	5/4	16	3/8				
		" 13	13	4	45	13	4	45	13	4	45	13	4	45	13	4	45	3/8	5/4	12	3/8				
		" 14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		" 15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		" 16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
		Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends												
Double Bottoms		Tank Top Longitudinals			Bottom			Amidships			At Ends														
Spacing of Longitudinals		Amidships			At Ends			Amidships			At Ends														
Transverses.		<i>Many Bulkheads in line efficiently stiffened.</i>												Rivets in Lugs to Shell Diam. Speng.											
In Bridge 'tween Decks		Depth and Thickness		Face Angles		Lugs to Shell*		In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness		Face Angles		Lugs to Shell*		In Hold.		Depth and Thickness		Face Angles		Lugs to Shell*		Brackets	
		18 - 40		4 3 1/2 44		18 - 40		4 3 1/2 44		18 - 40		4 3 1/2 44		18 - 40		4 3 1/2 44		18 - 40		4 3 1/2 44		18 - 40		4 3 1/2 44	
		4 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40		3 1/2 3 1/2 40	
		28 - 46		6 4 60		28 - 46		6 4 60		28 - 46		6 4 60		28 - 46		6 4 60		28 - 46		6 4 60		28 - 46		6 4 60	
		6 4 60		6 4 60		6 4 60		6 4 60		6 4 60		6 4 60		6 4 60		6 4 60		6 4 60		6 4 60		6 4 60		6 4 60	
		8-8"		8-8"		8-8"		8-8"		8-8"		8-8"		8-8"		8-8"		8-8"		8-8"		8-8"		8-8"	
Spacing of Transverse Frames		Joggled.																							
Longitudinal Beams of <i>L & K</i>		Bridge Deck		Avg. or Shl. Dk.		Upper		Second		Third		Transverse Beams.		In Ships.		As approved.									
		6 3 34		6 3 34		6 3 34		6 3 34		6 3 34		6 3 34		11x37 4x3 1/2 44		11x37 4x3 1/2 44									
		16 3 406		6 3 406		6 3 406		6 3 406		6 3 406		30		11x40 4x3 1/2 44		11x40 4x3 1/2 44									
		7 3 1/2 42		7 3 1/2 42		7 3 1/2 42		7 3 1/2 42		7 3 1/2 42		57x24		20x40 6x4 1/2 60		20x40 6x4 1/2 60									

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.

150,10,11.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110.0 ft., R.Q.D. ✓ ft., Bridge 26.0 ft., Forecastle 40.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓ (26.0) (40.0)

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 DKS. (STL) 7 WEB FRAMES.

Official No. ✓ ; Signal Letters ✓ State if Machinery is fitted aft ✓

How are the surfaces preserved from oxidation? Inside By Portland cement & paint outside of oil tanks. Outside by 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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, under Engines only,	36.12.	98.	Deep tank, aft,		
Double bottom, under Boilers only,	38.25.	101.	Deep tank, forward,	32.	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. ✓

Order for Special Survey No. 34

Date

18th Jan. 1915

No. 424 in builder's yard.

Dates of Surveys held while building

1915 JAN. 13, 23. FEB. 10. MARCH 1, 9, 23. APRIL 7, 12, 14, 22. MAY 5, 11, 18. JUNE 1, 8, 11, 22, 24, 29. JULY 6, 9, 12, 17, 23, 28. AUGUST 6, 17, 20, 23, 25, 28. SEPT. 1, 7, 10, 17, 20, 23, 27, 30. OCT. 6, 12, 14. NOV. 3, 5, 8, 10, 12, 17, 19, 23, 26. DEC. 2.

Total No. of Visits 57

Surveyor's Signature *Marbet* & *W. W. Barker*

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