

## STEEL STEAMER or MOTORSHIP.

Received at London Office DEC 22 1937

State if Report has been sent on the Freeboard of the Vessel *No (assigned by A.B.)*State if Report is sent on the Machinery of the Vessel *Yes*Date of completion of report *30<sup>th</sup> November 1937* Port of *GALVESTON*No. *3291*Survey held at *BEAUMONT, TEXAS* Date First Survey *24/9/37* Last Survey *6/10/1937*On the (State if Machinery fitted Aft and (If Single, Twin or Triple Screw) *SINGLE SCREW (MACHY AFT) STEEL TANKER "EL CARIBE"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *OIL BARGE (A-) 1 DK.*State Type of Erections *Rush Deck, Deck House, etc. Plated at Steel.*TONNAGE under Tonnage Deck... *not available* CLASS *A-*State if with freeboard as condition of Class *No*Built at *Bath, Me.* Yard No. *1918*

Do. 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) *132.995*Breadth (greatest moulded) *B 23.00*Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 11.00*1st Longitudinal Number (L x D) *=*2nd Numeral L x (B + D) *=*Framing Depth "d" at middle of length. See Sec. 3 (1d) *=*Proportions—Depth to Length—Uppermost continuous deck to top of keel *=*  
Do. Long Bridge to top of keel *=*Brought Moulded *=*Builders *TEXAS STEAMSHIP CO.*Owners *The Lescal Company*Managers *(Where necessary to be entered in Reg. Book.)*Residence *=*Port of Registry *Wilmington, Del.*If surveyed while building, afloat, or in dry dock *Both*

## VERIFIED DIMENSIONS.

FEET.

*132.5**23.0**10.3*OVERALL *138'-6"* BREADTH *24'-0 1/2"* 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.
Spacing amidships <i>24"</i>	<i>3 1/2 3 5/16</i>	<i>✓</i>	Bracket Floors, Frame		
" from $\frac{3}{4}$ length to Collision bulkhead <i>24"</i>	<i>3 1/2 3 5/16</i>	<i>✓</i>	" " Reversed Frame		
" in peaks <i>FORD 24" AFT 22 1/4"</i>	<i>3 1/2 3 5/16</i>	<i>✓</i>	" " Vertical Struts		
Bulkhead frames	<i>3 1/2 3 5/16 DBL</i>	<i>✓</i>	Centre Girder, depth and thickness amidships		
Midships, Angle, <i>L or T</i>	<i>3 1/2 3 5/16</i>	<i>✓</i>	" " top Angles		
Extends up to <i>UPPER DK.</i>			" " bottom Angles		
<i>12" web in Machy Sp.</i>	<i>2 1/2 2 1/2 5/16</i>	<i>✓</i>	Side Girders, No. each side and thickness		
Frame Amidships, Angle	<i>2 1/2 2 1/2 5/16</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness		
Extends up to <i>FLOORS AT SIDE</i>			" " Vertical Angle to Tank side		
" IN MACHY SPACE	<i>3 3 5/16 DBL</i>	<i>✓</i>	Bracket abaft $\frac{1}{4}$ len. from stem		
Framing Girder			" " Vertical Angle to Tank side		
DECK HOUSE, AFT.	<i>3 1/2 2 1/2 5/16</i>	<i>✓</i>	Bracket forward $\frac{1}{4}$ len. from stem		
Uppermost Continuous Decks, Angle, <i>L or T</i>			" " Gussets, spacing and scantling		
Second 'tween Decks, Angle, <i>L or T</i>			abaft $\frac{1}{4}$ len. from stem		
Third " " " "			" " Gussets, spacing and scantling		
Peaks, Angle or <i>L</i>	<i>3 1/2 3 5/16</i>	<i>✓</i>	forward $\frac{1}{4}$ len. from stem		
and Spacing of Rivets through Frame and Shell Plating amidships	<i>5/8 SP. 2 1/8</i>	<i>✓</i>	Tank Side Brackets, height above base line at toe of Frame and thickness		
Same Joggled	<i>no.</i>	<i>✓</i>	INNER BOTTOM PLATING.		
Arrangements (Sec. 7), state system and particulars	<i>Deep floors, one side stringer, one side stringer, one side keelson.</i>	<i>✓</i>	Breadth and thickness of Middle Line Strake		
Finishing of Bottom for State Particulars	<i>Midships thickness</i>	<i>✓</i>	Thickness of remainder in Holds		
TON. Between <i>3'-0" to 10'-0" L.W.L. from Stem to Aft Space</i>			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?		
Depth and thickness at mid-line in	<i>15" x 30 (OIL SPACE)</i>	<i>✓</i>	BEAMS.		
Holds	<i>15" x 34 (MACHY SP.)</i>	<i>✓</i>	Uppermost Continuous Deck, amidships		
Height of Brackets at side above base line at toe of frame	<i>15" x 28 (ELSEWHERE)</i>	<i>✓</i>	in Walls, Angle, <i>L or T</i>		
Keelson, on Floors, Angles	<i>36"</i>	<i>✓</i>	" " in way of Bridge, Angle, <i>L or T</i>		
MACHY SP. <i>L or T</i>	<i>3 3 5/16 MACHY PP.</i>	<i>✓</i>	Spacing		
Through Plate or Intercoastal Plate	<i>3 1/2 3 5/16 SINGLE, FOREHOLD</i>	<i>✓</i>	HOUSE, AFT		
Foundation Plate on Floors	<i>15" x 34</i>	<i>✓</i>	Second Deck, amidships, Angle, <i>L or T</i>		
Flat Plate Keel Angles	<i>3 3 5/16 DBL</i>	<i>✓</i>	Spacing		
No. each side <i>1 P.S.</i>			Third Deck, amidships, Angle, <i>L or T</i>		
Thickness of Intercoastal Plate	<i>28</i>	<i>✓</i>	Spacing		
Angles <i>B.O.T.</i>	<i>3 1/2 x 3 x 5/16 DBL</i>	<i>✓</i>	Fourth Deck, amidships, Angle, <i>L or T</i>		
" <i>1 P.S. (INBOARD TO ABOVE)</i>	<i>3 x 3 x 5/16 SNG.</i>	<i>✓</i>	Spacing		
DOUBLE BOTTOM, NOW FITTED) INTCL. PLATE			Poop Deck, Angle, <i>L or T</i>		
INCARGO TANKS. <i>10" x 3/8" ELECT WELDED</i>			Spacing		
Solid Floors, thickness and spacing			Bridge Deck, Angle, <i>L or T</i>		
Are Frame and Reversed Frame joggled?			Spacing		
Bracket Floors, breadth and thickness at middle line			Forecastle Deck, Angle, <i>L or T</i>		
" breadth and thickness at margin plate			Spacing		



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GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The vessel was lengthened 36'-0" at Robins Drydock, Erie Basin, New York, April 1932.

At Pennsylvania Shipyard Inc. Beaumont, 1936 - Transverse bulkheads Nos 11, 14 & 23, and Centre line bulkhead, in way of Nos 1 & 2, and part No 3 main cargo tanks renewed, electrically welded construction Oct. 1934. Flat of bottom practically all renewed, electrically welded construction.

Three approved plans are returned herewith.

The following was extracted from the Load Line Certificate issued by the American Bureau, 2<sup>nd</sup> September 1934 from Steel Upper Deck.

Tropical 1'-5"

Summer 1'-7 1/2"

Winter 1'-10"

W.N.A. Not assigned.

Fresh water allowance 2 1/2"

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials,  
Number of Certificate, Date  
of Test.

1st Bower

2nd "

3rd "

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

No. and Material of Decks (this information is to be given as it should appear in the Register Book).

1 DK. (STL).

Official No. 215846; Signal Letters K L I R

In way of machy space  
Is bottom of Vessel coated with cement only. If not give

particulars of composition

#### PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	8.16	14.8 ✓
Double bottom, under Engines and Boilers,			After peak tank,	8.16	12.7 ✓
Double bottom, if under Engines only,			Deep tank, aft, oil fuel tank	26.95 gals. P.S.	
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		
			* The wells are not to be included in the lengths of the tanks.		

Order for Special Survey No.  
Recd. N.Y.K.

Date

Dates of Surveys  
held while building

{ 24/9/, 28/9/, 1/10, 5/10, 6/10/1934.

Lloyd's Register  
Foundation

Total No. of Visits 5.