

STEEL STEAMER or MOTORSHIP.

Received at London Office 26 JAN 1942

State if Report has been sent on the Freeboard of the Vessel YES

State if Report is sent on the Machinery of the Vessel YES

Date of completion of report 6TH APRIL 1941 Port of MOBILE ALA No. 1794
 Survey held at MOBILE ALA Date First Survey 25TH JULY 1940 Last Survey 6TH APRIL 1941
 On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw) SINGLE SCREW MOTORSHIP "PHILAE" EX TRENTO MCHY AMIDSHIPS
 State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) FULL SCANTLING State Type of Erections POOP BR & FCL

TONNAGE under Tonnage Deck... 4032

CLASS + 100 A

State if with freeboard as condition of Class No

Built at PASCA GOULA MISS.

COMPLETED AT MOBILE ALA.

Launched 1920 Yard No. 2

Builders INTERNATIONAL S.B. CO PASCA GOULA ALABAMA D.D. & S.B. CO MOBILE

Owners THE FRANGO CORPORATION

Managers —

(Where necessary to be entered in Reg. Books)

Residence —

Port of Registry PANAMA CITY R.P.

If surveyed while building, afloat, or in dry dock

YES.

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Total 4032

Gross Tonnage 4403

Register Tonnage 3245

REGISTERED DIMENSIONS. FEET.

Length 370.0

Breadth 52.2

Depth 24.75

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) L 370.9

Breadth (greatest moulded) B 52.0

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 27.6

1st Longitudinal Number (L x D) = 10195

2nd Numeral L x (B + D) = 29475

Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.0

Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.45

Do. Long Bridge to top of keel 10.45

Draught Moulded 21.9 3/4

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.
FRAMES, Spacing amidships	25 1/2	✓	Bracket Floors, Frame	Z	
" " from 3/4 length amidships to Collision bulkhead	25 1/2	✓	" " Reversed Frame	Z	
" " in peaks	24	✓	" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	42 x .50	
Frame Amidships, Angle, [or F	12 x 3.44 x 1/60 (30.2 lbs)	✓	" " top Angles	3 1/2 x 3 1/2 x 1/2	
" " Extends up to	B&D on ALTS.		" " bottom Angles	5 x 5 x 9/16	
" " Two side stringers in hold	6 x 3 1/2 x 1/2 face angle	✓	Side Girders, No. each side and thickness	2 @ .38	
Reversed Frame Amidships, Angle	1/16 in. plate	✓	Margin Plate depth (excl. of flange) and thickness	36 x .47	
" " Extends up to	✓		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	3 1/2 x 3 1/2 x 7/16 dls.	
Depth of Framing Girder	12	✓	" " Vertical Angle to Tank side Bracket from forward 1/4 len. from stem to Panting Area	do	
Frames in Uppermost Continuous 'tween Decks, Angle, [or F			" " Gussets, spacing and scantling abaft 1/4 len. from stem	19 x 26 x .38 every 2'	
" " Second 'tween Decks, Angle, [or F	main framing	✓	" " Gussets, spacing and scantling from forward 1/4 len. from stem to Panting Area	do	
" " Third " " " "	✓		Tank Side Brackets, height above base line at toe of Frame and thickness	67 x .41	
" " from 1 len. for'd. to 15% len. from Stem	as amidships	✓	INNER BOTTOM PLATING.		
" " in Peaks, Angle, [or F	6 x 3 1/2 x 3/8 reverse	✓	Breadth and thickness of Middle Line Strake	42 x .50	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8 5/8	✓	Thickness of remainder in Holds	.56	
State if Frame Joggled	No		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?	YES	
Are the scantlings and arrangements in the Panting Area in accordance with the Rules and/or as approved?	YES		BEAMS.		
Are the scantlings and arrangements in way of the Bottom Forward in accordance with the Rules and/or as approved?	YES		Uppermost Continuous Deck, amidships in Wells, Angle, [or F	8 x 3.4 x 1/50	✓
SINGLE BOTTOM.			" " in way of Bridge, Angle, [or F	do.	✓
Floors, Depth and thickness at mid-line in Holds			Spacing	every	✓
Height of Brackets at side above base line at toe of frame			Second Deck, amidships, Angle, [or F	8 x 4 x .44	✓
Middle Line Keelson, on Floors, Angles, [or F			Spacing	every	✓
" " Through Plate or Intercostal Plate			Third Deck, amidships, Angle, [or F		
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Fourth Deck, amidships, Angle, [or F		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercostal Plate			Poop Deck, Angle, [or F	6 x 3 1/2 x 15 lbs	
" " Angles			Spacing	every	
DOUBLE BOTTOM.			Bridge Deck, Angle, [or F	6 x 3 1/2 x 15 lbs	
Solid Floors, thickness and spacing	4' on every	✓	Spacing	every	
" " Are Frame and Reversed Frame joggled?	No	✓	Forecastle Deck, Angle, [or F	6 x 3 1/2 x 15 lbs	
Bracket Floors, breadth and thickness at middle line		✓	Spacing	every	
" " breadth and thickness at margin plate		✓			

PILLARS AND DECKS.									
PILLARS, No. of Rows.....	INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.		Any Departure from Approved Plans to be Noted.		
	Two	✓							
Stringer Plate, breadth and thickness in way of Bridge					✓				
Thickness of Plating abreast Deck openings in way of Wells					✓				
Thickness of Plating abreast Deck openings in way of Bridge					✓				
Thickness of Plating within line of openings					✓				
If Sheathed, material and thickness					✓				
Third Deck.									
Stringer Plate, breadth and thickness					✓				
If Plated, state thickness					✓				
Fourth Deck.									
Stringer Plate, breadth and thickness					✓				
If Plated, state thickness					✓				
Poop Deck.									
Stringer Plate, breadth and thickness					✓				
Plating, Sheathing, material and thickness					✓				
Bridge Deck.									
Stringer Plate, breadth and thickness					✓				
Plating, Sheathing, material and thickness					✓				
Forecastle Deck.									
Stringer Plate, breadth and thickness					✓				
Plating, Sheathing, material and thickness					✓				
Second Deck.									
Stringer Plate, breadth and thickness in Wells					✓				

SHELL PLATING.												
SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No ✓			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	48 ✓	97 ✓	75 ✓	75 ✓		Double ✓	1 1/8 ✓	4 1/2 ✓	Treble ✓	7/8 ✓	3 1/2 ✓	Double Straps
" DBLG. (if any) ✓	4 @ 59 ✓	1 @ 48 ✓	1 @ 30 ✓	63 ✓								
BOTTOM PLATING, No. of Strakes 2 ✓	59 ✓	63 ✓	47 ✓	47 ✓		do.	7/8 ✓	3 1/2 ✓	do ✓	7/8 ✓	3 1/2 ✓	Lapped
BILGE PLATING, No. of Strakes 1 ✓	59 ✓	63 ✓	50 ✓	50 ✓		do.	7/8 ✓	3 1/2 ✓	do ✓	7/8 ✓	3 1/2 ✓	Double Straps
SIDE PLATING, No. of Strakes 4 ✓	58 ✓	59 ✓	44 ✓	44 ✓		do.	7/8 ✓	3 1/2 ✓	do ✓	7/8 ✓	3 1/2 ✓	Lapped
UPPER DECK, Sheer-strake in Wells.....	48 ✓	97 ✓	44 ✓	44 ✓		do.	1 1/8 ✓	4 3/8 ✓	do.	7/8 ✓	4 5/8 ✓	Double Straps
UPPER DECK, Sheer-strake in Bridge ...	48 ✓	97 ✓	Dribbled at ends of Bridge			do.	1 1/8 ✓	4 3/8 ✓	do ✓	7/8 ✓	4 5/8 ✓	do.
STRAKE BELOW Sheer-strake in Wells.....	58 ✓	75 ✓	44 ✓	44 ✓		do.	7/8 ✓	3 1/2 ✓	do ✓	7/8 ✓	3 1/2 ✓	Lapped
STRAKE BELOW Sheer-strake in Bridge ...	58 ✓	59 ✓				do.	7/8 ✓	3 1/2 ✓	do ✓	7/8 ✓	3 1/2 ✓	do.
POOP SIDE PLATING38 ✓		Single ✓	3/4 ✓	3 1/2 ✓	do ✓	3/4 ✓	3 1/2 ✓	do ✓
BRIDGE SIDE PLATING ...	54 ✓	66 ✓				Double ✓	7/8 ✓	3 1/2 ✓	do ✓	7/8 ✓	3 1/2 ✓	do ✓
FORECASTLE SIDE PLATING	51 ✓	59 ✓				do ✓	3/4 ✓	3 1/2 ✓	do ✓	3/4 ✓	3 1/2 ✓	do ✓
			.41 ✓									
WATERTIGHT BULKHEADS.										FORGINGS and CASTINGS.		
Total No. of W.T. BULKHEADS in Vessel—					Casting or Forging.					Scantlings.	Maker's Name.	Any Departure from Approved Plans to be Noted.
Extending to Upper Deck (Sec. 3 c) 7 ✓												
" Deck next below ✓												
As per Rule 6 ✓												
					KEEL, Bar					Plate		
					STEM					10 x 2 1/2 ✓	Vertical Iron Top	Cast steel Bottom
					STERN FRAME { Propeller Post					Cast 10 x 7 1/2 ✓		
					{ Rudder "					Cast 9 x 7 1/2 ✓		
					Speed of Vessel					Less than 11 knots ✓		
					RUDDER—Type.....					Streamlined (as per app'd Plan)		
					" A x D					38 1/2 ✓		
					" Diam. of head					9 1/2 - 9 3/8 ✓		
					" Mainpiece at top pintle					9 diam ✓		
					" " heel ...					6 1/2 diam ✓		
					" how constructed					Cast mainpiece & some converted double plate streamlined by welded pl.		
					" double or single plate					double		
					" coupling, vertical or horizontal.....					Vertical		
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)										Open Hearth ✓		
Tennessee Coal Iron and Railroad Co.												
Has the Steel been tested as required by the Rules? 65 ✓										"ILLINOIS" is marked in raised letters on many parts of the hull steel - no mill checks available		
STEEL. FIRE COMP. ST. ON AND ALTERATIONS.												

EQUIPMENT No. 30980									
LETTER X					ANCHORS.				
Number of Certificate.	Anchor.	Weight, Ex. Stock.	Weight of Stock.	Test, Per Certificate.	Weight Required by Table 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.	
80939	1st Bower	55 2 8	7146	45 15 1 7	56 1/2	Hasthorn Patent	Hasthorn	LPHN 7.11.18	
80938	2nd "	55 0 12	7163	45 9 0 7	56 1/2	Hasthorn Patent	Hasthorn	LPHN 12.18	
81105	3rd "	44 2 23	7168	39 1 3 14	47 1/2	Hasthorn Patent	Hasthorn	LPHN	
13570	Stream	14 1 4	402	16 1 0 0	15 1/2	Stream	Stream	LPHN	
No certificate available for 1st Bower and 2nd Bower on anchor difficult to replace. Large ship.									
CHAIN CABLES.									
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Cable.	Length and size per Table 53.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.
68890	Length. Diam.	Stat. Break. Tons.	Supplied.	Per Rule.	Length. Diam.				Length. Diam.
68895	Fathoms. Ins.	Tons.			Fathoms. Ins.				Fathoms. Ins.
68899	75 2 3/4	8 1/4 113 3/4	169 0 0	608 3/4	270 2 3/4	Standard	LPHN		120 4 1/4
68921									
68971									
181	199 2 3/4	15 1/2 16 1/2	453 2 3/4	270 2 3/4	270 2 3/4	Nasco	National Malleable Steel Castings Co. 31.1.41		120 4 1/4
90	4 3/4	52 1/2	622 3 1/8	90 4 1/2	90 4 1/2				120 4 1/2
* Additional chain supplied in lieu of deficiency in weight of anchors.									
Steering Gear, Type (Power or hand) American Engineer (Steam) Alternative Means of Steering Hand gear - Right & left hand screw in Port.									
Steering Chains (Size and Test) ✓ Telerotor ✓ Windlass Maine Electric Co. Steam ✓ Boats Two 24"x8"x3.5' 40 persons also one motorboat not fitted as lifeline's (13/4) Pine 9' apart.									
Ceiling in Holds, thickness and material 3" on 2" hearse Pine. Cargo Battens, thickness, material and spacing 2 3/4" 2nd Rule.									
Cargo Hatchways.—(Upper Deck) 24"x50 plate ✓ Thickness of Hatches 2 3/4" ✓									
Size of Hatchways No. 1 (Fwd.) 29.9x17' No. 2 29.9x17' No. 3 34x17' No. 4 29.9x17' No. 5 29.9x17' No. 6 ✓									
Number of Shifting Beams } 5 ✓ 5 ✓ 3 F.A. ✓ 5 ✓ 5 ✓									
and/or Fore and Afters }									
Builder's Signature Alabama Dry Dock & Shipbuilding Co. 4th W. 5th St. Mobile Ala.									
GENERAL DECLARATION.									
It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel									
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the notation). Diesel oil, flash point above 150°F and carried in the D.F. tanks, the Peak and Double Bottom tanks is burned in the Donkey Boiler.									
The hull of this vessel was constructed at Pascagoula Miss, under special survey, by the International S.B. Co; launched 1920; towed to Chickasaw Creek, Alabama, where it lay in fresh water until July 1940 when it was towed to the Alabama D.D. and S.B. Co Mobile for completion. On several occasions the vessel was drydocked for examination and recoating of bottom. The plating is in very good condition except the bilge, strake which although slightly pitted on the outer side is considered efficient. The vessel has been completed at this time, the workmanship & materials are good. The peak, bunker and double bottom tanks have been satisfactorily watertested. The weather decks, casings and watertight doors have been hose tested with satisfactory results. The steering gear and windlass have been tried and found satisfactory. The vessel has been placed in drydock, the bottom and masts cleaned, examined and found in good condition.									
The amount of Entry Fee £ \$40:					Fees applied for, Dec. 2, 1941				
Special Survey Fee.... £					Received by me, 19...				
Travelling Expenses, if any £ please add Mobile Ala. No 1794					I am of opinion the Vessel should be Classed + 100 A1.				
State whether the Vessel has been built under Special Survey					Launched 1920 Completed 4.41				
Certificate to be sent to New York Date of issue 13/3/42					Signature J. Rannie				
Committee's Minute					NOTE-LAUNCHED 1920-COMPLETED 4.41				
Character assigned + 100A1					LLOYD'S A.Y.C.P.-EQUIP. LTR. X				
J. S. MOB. NO. 3-4, 41. LMS-4, 41.					NOTE-1 WTDB (EXHAUST GAS FIRED)				
N.E. '32 REFITTED '41.					CL ELEC. LIGHT.				

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.)

Sister Vessel "AMSCO" now a Tanker Mob. Rpt. No 1540.

The following approved plans, seven in number, are forwarded herewith
Main engine foundation Double bottom sounding vent lines
alteration to Bhd 86 New lower deck plating
modification of Bhd 97 Deck drain system
Proposed steam lined rudder.

The following forging & casting certificates are forwarded herewith
Upper stock Rudder bearing
Tiller arm Chain stopper spawls.

A general arrangement plan and a midship section are forwarded herewith.

PARTICULARS OF ELECTRIC WELDING (if employed)

The deck in nos 2-4 holds, engine seating and most of the alteration & completion work electrically welded
Electroweld approved electrodes.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

Launched 1920 Completed 4.41

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	31.1.0	?	961	7.11.18	No certificates
	2nd "	31.1.0	?	991	12.18	available & several
	3rd "	26.2.7	?	570	?	markings indistinct

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 23.0 ft., R.Q.D. ft., Bridge 114.8 ft., Forecastle 38.2 ft.

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated

Official No. Signal Letters H.P.T.F. Extreme Breadth over Belting (Circ. 1611) Over-all Length 385.9 (Circ. 1703)

No. and Material of Decks One deck steel

Parts of Bottom of Vessel coated with cement or approved composition After Peak & bilges

Particulars of composition (if fitted) and of approval

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284) Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	121.1	425	Fore peak tank,	21.8	137
Double bottom, under Engines and Boilers,			After peak tank,	20.0	119
Double bottom, if under Engines only,	53.1	218	Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	142.4	510	Other tanks, if fitted,	8.5	84.5
Total length (if continuous) and Capacity	316.6	1653	O.F. Bunker P.T.S. (If necessary, furnish further information by sketch.)		

Order for Special Survey No. 223
(New York)

Date 23rd July 1940

Dates of Surveys held while building

1940
JULY 25, 30, 31 AUG. 2, 9, 12, 13, 14, 15, 16, 17, 19, 20, 22, 24, 27, 28, 29, 30
SEP. 3, 5, 6, 10, 11 OCT. 2, 3, 7, 9 NOV. 20 DEC. 14 JAN. 4 FEB. 26
MAR. 4, 5, 6, 7, 8, 9, 10, 11, 13, 17, 24, 25, 26, 31 APR. 1, 2, 3, 4, 5, 6

Total No. of Visits 52