

COPY.

Lloyd's Register of Shipping.

Port

NEW YORK

FEBRUARY 19, 1940

This is to Certify that

R.G.S. KENNEDY & W. BOYLAN

the undersigned Surveyors to this Society did at the request of The British Ministry of Shipping Representative in the U. S. A. attend on board the Steel Screw S.S. "LOUISIANAN" 5484 tons gross register of New York, as she lay on dry dock at the Bethlehem Steel Co. Plant, Hoboken, N. J., on February 17th, 1940, for the purpose of ascertaining the General Condition of the vessel.

Upon examination:

FOUND

The bottom and rudder in good condition. The stern frame is electric welded and reinforced on the bottom, a small crack in the welding was cut out at this time and rewelded. Several leaking shell rivets in way of the after peak tank were caulked and made tight.

The tail shaft was not drawn for examination. The wear down of the shaft is 5/32". Sea valves not open for examination. Fastenings good.

The weather decks, hatches and coamings, wood covers, battening arrangements, ventilators and coamings, masts and rigging (examined from deck) are good. Windlass and steering gear not opened up.

The holds and tween decks in good condition. The tank top ceiling and bilge limbers in good condition. A portion of the bilge limbers lifted, the structure in way found good. The bilges, where seen, were clean and the strums good.

The spaces above the fore peak tank, in way of the bridge, poop, machinery and boilers in good condition. The fore and after peak tanks, deep tanks, double bottom tanks not opened for examination.

The vessel is equipped with five (5) anchors (3 bowers, 1 stream and 1 kedge) and it is stated that the chain cable is complete with 270 fathoms of 2 1/4" chain.

There are ten (10) cargo winches on deck for operating two derrick booms at each of the five hatches and there is a 30 ton steel boom at the foremast. Two steel lifeboats on board, each with a capacity for 45 persons.

This Certificate is issued upon the terms of the Rules and Regulations of the Society, which provide that:—

While the Committees of the Society use their best endeavours to ensure that the functions of the Society are properly performed, it is to be understood that neither the Society nor any Member of any of its Committees is under any circumstances to be held responsible for any inaccuracy in any report or certificate issued by the Society or its Surveyors, or in any in the Register Book or other publication of the Society, or for any error of judgment, default or negligence of any of its Committees or any Member thereof, or the Surveyors, or other Officers or Agents of the Society."

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Two ammonia refrigerating machines for domestic purposes are on board.

A spare propeller hub with four bronze blades is provided and a spare tail shaft in the tunnel. There are also parts for two spare winches on board.

The vessel is fitted for burning oil fuel and it is stated that the average speed loaded is about ten knots on 180 barrels of oil per day.

The vessel is classed with the American Bureau of Shipping, and according to the available records the Special Survey 2nd No. 2 is due in April 1940. The Boiler Survey is due in May 1940 and the Tail Shaft due to be drawn in April 1940. The boilers and steam pipes were tested under a hydraulic pressure of $1\frac{1}{2}$ times the boiler pressure by the U. S. Inspectors in May 1939.

Some of the principal particulars of the vessel are as follows:

Built by J. F. Duthie & Co., Seattle, Wash. in 1919

Length Overall 423' 9"
Length between perpendiculars 410' 5 $\frac{1}{2}$ "
Beam Moulded 54' 0"
Depth Moulded 30' 2 $\frac{1}{2}$ "
Draft 24' 1 $\frac{1}{2}$ " at a Summer Freeboard of 6' 4 $\frac{1}{2}$ "
Total Bale Capacity 436310 cubic feet
Total Grain Capacity 485910 cubic feet

Machinery: Triple Expansion Engines
24 $\frac{1}{2}$ ", 41 $\frac{1}{2}$ " & 72" - 48" stroke
3 Scotch Boilers

TANKS	Fresh Water	Salt Water	Oil
No. 1 double bottom		188 tons	175 tons
No. 2 double bottom		218 tons	203 tons
No. 3 double bottom		232 tons	216 tons
No. 4 double bottom	194 tons		
No. 5 double bottom		300 tons	280 tons
No. 6 double bottom		124 tons	116 tons
<u>TOTAL</u>	194 tons	1082 tons	990 tons
Fore peak tank		148 tons	
After peak tank		39 tons	
Deep tank P & S		747 tons	700 tons
Settling tank P & S			80
<u>GRAND TOTAL</u>	194 tons	1996 tons	1770 tons

The vessel is in our opinion, as far as can be seen, in good general condition, the hull and machinery being well maintained.

Reft Kennedy (for *W. Boylan & self*)
Surveyors to Lloyd's Register of Shipping

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