

STEEL ~~STEAMER~~ MOTORSHIP.

SEP 11 1937

State if Report has been sent on the Freeboard of the Vessel YesState if Report is sent on the Machinery of the Vessel YesDate of completion of report 24th August 1937 Port of GALVESTONSurvey held at BEAUMONT, TEXAS Date First Survey 5/2/34 Last Survey 26th June 1937On the (State if Machinery of Single, Twin or Triple Screw) STEEL TWIN SC. MV. "MERCURY" (MACHY. AFT.)State Type (Full Scantling, No. Complete Superstructure with or without Tonnage) CILTANIKER (Full Scantling)State Type of Erections R.Q.D. and Sinker F.C.E.

TONNAGE under Tonnage Deck...

CLASS 100 A1State if with freeboard (with Restricted Service) NoBuilt at Beaumont, Texas

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) 251' 25"Launched 17th May 1934 Yard No. 116

Total

Breadth (greatest moulded) B 43' 00"Builders Pennsylvania Shipyard, Inc.Gross Tonnage 1518.04Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 16' 5"Owners Cleveland Tankers Inc.Register Tonnage 1182.001st Longitudinal Number (L x D) 4145.62Managers ✓2nd Numeral L x (B + D) 14949.34

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

REGISTERED DIMENSIONS.

FEET.

Length 250.88Breadth 43.00Depth 16.33Framing Depth "d," at middle of length. See Sec. 3 (1d) 15.22Proportions—Depth to Length—Uppermost continuous deck to top of keel 15.22Do. Long Bridge to top of keel 13'-6"Draught Moulded 13'-6"Residence ✓Port of Registry Wilmington, Del.If surveyed while building, afloat, or in dry dock While building, afloat, in dry dock.LENGTH OVERALL 258'-0"
EXTREME BREADTH 43'-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. |
|-----------------------------------|--|---|--|--|--|
| TRANSVERSE | 18" FORE PEAK | | Bracket Floors, Frame | | |
| | FRAMES, Spacing amidships | <u>21" FORD BULKHEAD</u> | | | |
| | " " from $\frac{3}{8}$ length to bulkhead | <u>24" MACHY. SP.</u> | | Reversed Frame | |
| | " " in peaks | <u>21" MACHY. SP.</u> | | Vertical Struts | |
| | WE B FRAMES | <u>MACHY. SP. 3 PYS. 15" x 3/8 PL.</u> | | Centre Girder, depth and thickness amidships | |
| | IDE FRAMING. | <u>21" x 3/8 PL.</u> | | " " top Angles | |
| | Frame Amidships, Angle, [or] | <u>4" x 3/8 FACE BAR</u> | | " " bottom Angles | |
| | " " Extends up to | | | Side Girders, No. each side and thickness | |
| | Reversed Frame Amidships, Angle | | | Margin Plate depth (excl. of flange) and thickness | |
| | " " Extends up to | | | Vertical Angle to Tank side | |
| LONGITUDINAL | Depth of Framing Girder | <u>For Longitudinal Framing</u> | Bracket abaft $\frac{1}{2}$ len. from stem | | |
| | Frames in Uppermost Continuous 'tween | <u>See Rpt 1* attached</u> | | Vertical Angle to Tank side | |
| | Beams, Angle, [or] | | | Bracket forward $\frac{1}{2}$ len. from stem | |
| | " " Second 'tween Decks, Angle, [or] | | | Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem | |
| | " " Third " " | <u>Transverse framing at ends</u> | | Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem | |
| | FOREPEAK | <u>Clear of Cargo Tanks</u> | | Tank Side Brackets, height above base line at toe of Frame and thickness | |
| | Framing in Peaks, Angle or [| <u>L 6 3/2 5/16</u> | | INNER BOTTOM PLATING. | |
| | Diameter and Spacing of Rivets through Frame and Shell Plating amidships | <u>None</u> | | Breadth and thickness of Middle Line Strake | |
| | State if Frame Joggled | <u>No</u> | | Thickness of remainder in Holds | |
| | ANTI-CORROSION ARRANGEMENTS (Sec. 7), state system and particulars | <u>21" x 3/8 PL. 3" flanged Beams every frame spaced 21" to 18"</u> | | 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? | |
| STRENGTHENING OF BOTTOM FOR WARD. | State Particulars | <u>Plating midships thickness</u> | BEAMS, TRANSVERSE, AT ENDS | | |
| | ANGLE BOTTOM. | <u>Closely spaced floors</u> | | Uppermost Continuous Deck, amidships | |
| | Floors, Depth and thickness at mid-line in | <u>24" x 3/8" FL 3/2"</u> | | in Walls, Angle, [or] | |
| | Height of Brackets at side above base line at toe of frame | <u>None</u> | | AT ENDS " in way of Bridge, Angle, [or] | |
| | Middle Line Keelson, on Floors, Angles, [or] | <u>24" x 3/8"</u> | | Spacing | <u>18" to 24"</u> |
| | " " Through Plate or Intercoastal Plate | <u>18" x 3/8"</u> | | one strong beam in each side | <u>[10x3 1/2 x 36]</u> |
| | " " Foundation Plate on Floors | <u>✓</u> | | Second Deck, amidships, Angle, [or] | |
| | " " Flat Plate Keel Angles | <u>✓</u> | | FLAT OF CREWS QUARTERS (FORD) | <u>15' x 3' 5/16"</u> |
| | Side Keelsons, No. each side | <u>* 1</u> | | Spacing | <u>21" to 18"</u> |
| | " " thickness of Intercoastal Plate | <u>3/8"</u> | | Third Deck, amidships, Angle, [or] | |
| DOUBLE BOTTOM. | " " Angles | <u>6' x 3 1/2 x 3/8"</u> | | Spacing | |
| | * Additional side girders | <u>✓</u> | | Fourth Deck, amidships, Angle, [or] | |
| | * specially strengthened in way of machinery space | <u>✓</u> | | Spacing | |
| | Solid Floors, thickness and spacing | <u>✓</u> | | R.Q.D. Deck, Angle, [or] | <u>L 5 3 5/16</u> |
| | " " Are Frame and Reversed Frame joggled? | <u>✓</u> | | Spacing | <u>24"</u> |
| | Bracket Floors, breadth and thickness at middle line | <u>✓</u> | | Bridge Deck, Angle, [or] | |
| | " " breadth and thickness at margin plate | <u>✓</u> | | Spacing | |
| | | | | Forecastle Deck, Angle, [or] | <u>L 5 3 5/16</u> |
| | | | | Spacing | <u>18" to 24"</u> |
| | | | | | |

PILLARS AND DECKS

| INCHES IN SHEET | | Any Departure from Approved Plans to be Noted. | |
|---|--|---|--|
| (3) THREE in | | BUOYANCE PP. H 6x6x 24 none. | |
| PILARS, No. of Rows | | Bols. Top 13 | |
| in 'tween Decks, Size and Spacing | | | |
| in Hold | | none | |
| in Hold | | | |
| e/l. B'head Cont. | | | |
| Transfer B'heads Cut. | | | |
| Centre Line Bulkhead | | | |
| Stiffeners and Spacing | | HORIZ. 16"x3 1/2"x 5/16" 1/8"x4"x 7/16" SP. 24" | |
| Plating, thickness | | VERT. PL. AT TR. B'HEAD 7/16" | |
| Plating, thickness of | | HORIZ. PL. 2 STRIPS 1 1/32" | |
| STIFFENERS AND DECK | | COAM. PL. 3/8" | |
| STRINGERS AND DECK | | | |
| Uppermost Continuous Deck | | WAY OF TANKS - 7/16"x66" 3/8" | |
| Stringer Plate, breadth and thickness in Wells | | RTENDS | |
| in way of Bridge | | | |
| Angle in Wells | | 16x6 3/4 | |
| 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 | | 3/8 | |
| If Sheathed, material and thickness | | | |
| Second Deck | | | |
| Stringer Plate, breadth and thickness in Wells | | | |
| Third Deck | | | |
| Stringer Plate, breadth and thickness | | | |
| If Plated, state thickness | | | |
| Fourth Deck | | | |
| Stringer Plate, breadth and thickness | | | |
| If Plated, state thickness | | | |
| Peep Deck | | R.Q.D. | |
| Stringer Plate, breadth and thickness | | 60x5/16 | |
| Plating, Sheathing, material and thickness | | 5/16 none | |
| LOWER Bridge Deck | | accoun. flat | |
| Stringer Plate, breadth and thickness | | 60x5/16 | |
| Plating, Sheathing, material and thickness | | 1/4 | |
| Forecastle Deck | | | |
| Stringer Plate, breadth and thickness | | 60x5/16 | |
| Plating, Sheathing, material and thickness | | under bunkers 1/2 5/16 | |

SHELL PLATING

| SCANTLINGS. | | | | | BUTTS OF BARGE STRAKE ONLY | | RIVETING ELECT. WELDING. | | | | | |
|---|--|----------------|------------|------------|--|------------------------------|--------------------------|-----------------------|---------------------------|---------|-----------------------|---------------------------------|
| STRAKE STRAKES. | AS IN VESSEL. | | | | ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED. | EDGES. (State if jogged?) | | BUTTS. | | | | |
| | AMIDSHIPS. | | FORWARD. | | | SINGLE OR DOUBLE. | RIVETS. | | NO. OF ROWS OF RIVETS. | RIVETS. | | STRAPPED OR LAPPED. |
| | Breadth. | Thickness. | Thickness. | Thickness. | | | Diam. | Spacing or. to or. | | Diam. | Spacing or. to or. | |
| | Inches. | Inches. | Inches. | Inches. | | | Inches. | Inches. | | Inches. | Inches. | |
| FLAT PLATE KEEL | 92 | 1/2" | 1/2" | 1/2" | | | | | | | | Lapped seams of shell and Deck |
| " DECK (if any) | ✓ | | | | | | | | | | | Full weld on smooth side and |
| " DECK (if any) | ✓ | | | | | | | | | | | light closing bead opposite |
| BOTTOM PLATING, No. of Strakes | 89 | 7/16 | 7/16 | 3/8 | | | | | | | | Lap 2 1/4". |
| BILGE PLATING, No. of Strakes | 69 | 1/2 | 1/2 | 3/8 | None. | | | | | | | Upper edge sheer st. Lap 2 1/2" |
| SIDE PLATING, No. of Strakes | 79 | 13/32 | 13/32 | 3/8 | | | | | | | | Lapped butts of shell and Deck |
| UPPER DECK, Sheer-strake in Wall | 78 | 1/2 | 7/16 | 3/8 | | | | | | | | Full Continuous weld each side |
| UPPER DECK, Sheer-strake in Bridge | STR. ANGLE | L 6 x 6 x 3/4" | | | | | | | | | | Lap 2 1/4" |
| SEAMER SHEER STRAKE IN WALL | * Bracketless System. | | | | | | | | | | | Butts of bilge Strake, Lapped |
| SEAMER SHEER STRAKE IN BRIDGE | * at transverse bulkhead. | | | | | | | | | | | and jogged. |
| STRAKE BELOW SHEER STRAKE IN BRIDGE | Transverse bottom shell Plate 14'-4" x 49" x 2/32" | | | | | | | | | | | |
| ROD. | 80 x 5/8 to 3/8 Doubled | | | | | | | | | | | |
| FORE SIDE PLATING | at Break ✓ | | | | | | | | | | | |
| BRIDGE SIDE PLATING | ✓ | | | | | | | | | | | |
| FORE THE SIDE PLATING | 1 1/16" to 3/8" | | | | ✓ | | | | | | | |

WATERTIGHT BULKHEADS

Total No. of W.T. BULKHEADS in Vessel— 8 1013.H

Extending to Upper Deck (Sec. 3 c) *Seven (7) + 2*

" Deck next below *Two (2)*

As per ~~rule~~ *app plan - As above.*

FORGINGS and CASTINGS.

| | Casting or Forging. | Scuttlings. | Maker's Name. | Any departure from approved plans to be noted. |
|-----------------|---------------------|--|-----------------|--|
| KEEL, Bar | | Flat keel ✓ | | |
| STEM | | of steel plates 5/8" thick plate 6" wide on face of keel, welded to 2" at fore foot, with 4" flanged to end of keel plating, stiffened by 9" x 1/2" welded plate at right angles to 2 1/4" x 3/8" x 3/2" | | |
| STERN FRAME | | Propeller Post formed by keel plate and at fore foot of 5/8" vert steel plate with 3/8" breast hook. Vert pl. 12" wide with 4" flanged. | | |
| RUDDER - A x D | | | | |
| Speed of Vessel | | Service Speed 10 knots. ✓ | | |
| RUDDER | | TWIN. Stem 6 3/8" to 9 3/8" in | See Page 109. | |
| Forging Sph. | | iron of bearing | Steel Co. Wash. | |
| LLOYD'S | | stiffened 5 1/4" | See, Pa. | |
| 3187 + 3188 | | at head. | | |
| 23/4/34. | | Dagger type, balanced. | | |
| G.D. | | Streamline double plate | | |
| C1990 | | rudder, all sheet welded. | | |
| C1989 | | plates 5/16. Shearbands 5/8" | | |
| | | Brass bushing each end of | | |
| | | rudder post. | | |

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture)
 All Steel plates and sections supplied by "Lemuee Coal, Iron and
 Railroad Company, whose name appears on approved list manufactured
 by open hearth process. Has the Steel been tested as required by the Rules? Yes. Charge sheets forwarded herewith.
 Heavy sections supplied by "Carnegie Illinois Steel Corp."

PARTICULARS OF LONGITUDINAL FRAMING.

| FRAMING. | | AMIDSHIPS. | | | ENDS. | | | AMIDSHIPS. | | | ENDS. | | | ELECTRICALLY WELDED. | | | | | |
|---|--|------------------------|-------|------|--------------------------|------|------|--------------------------|-------|------|--------------------------|------|------|--------------------------------|--------|--|------|----------------------------------|-----------|
| | | IN WAY CARGO TANKS. | | | 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. | Diam. | Spang. | Ins. | Ins. | Number. | Diameter. |
| | | | | | | | | | | | | | | Ins. | Ins. | Ins. | Ins. | Inches. | Inches. |
| Framing of L, L or E L | | | | | | | | | | | | | | | | | | | |
| Frames in Bridge 'tween Decks ... | | | | | | | | | | | | | | | | | | | |
| Frames from Uppermost Continuous Deck No. 1 | | 6 | 3 1/2 | 3/8 | ✓ | | | 6 | 3 1/2 | 3/8 | | | | | | | | | |
| " 2 | | | " | | | | | " | | | | | | | | | | | |
| " 3 | | 7 | 4 | 3/8 | ✓ | | | 7 | 4 | 3/8 | | | | | | | | | |
| " 4 | | 7 | 4 | 7/16 | | | | 7 | 4 | 7/16 | | | | | | | | | |
| " 5 | | | " | | | | | " | | | | | | | | | | | |
| " 6 | | 8 | 4 | 7/16 | Transverse | | | 8 | 4 | 7/16 | Transverse | | | | | | | | |
| " 7 | | | " | | Framing | | | " | | | Framing | | | | | | | | |
| " 8 | | | " | | at ends. | | | " | | | L 6 x 3 1/2 x 5/16 | | | | | | | | |
| " 9 | | | " | | L 6 x 3 1/2 x 5/16 | | | " | | | | | | | | | | | |
| " 10 | | | " | | Floors 24" x 3/8" | | | " | | | | | | | | | | | |
| " 11 | | | " | | flanged 3 1/2" | | | " | | | | | | | | | | | |
| " 12 | | | " | | See Page 1, Rpt. | | | " | | | | | | | | | | | |
| " 13 | | | " | | | | | " | | | | | | | | | | | |
| " 14 | | | " | | | | | " | | | | | | | | | | | |
| " 15 | | | " | | | | | " | | | | | | | | | | | |
| " 16 | | | " | | | | | " | | | | | | | | | | | |
| " 17 | | | " | | | | | " | | | | | | | | | | | |
| Spacing of Longitudinal Frames | | Amidships 24" | | | At Ends | | | | | | | | | | | | | | |
| Double Bottoms | | Tank Top Longitudinals | | | | | | | | | | | | | | | | | |
| L, L or E | | Bottom | | | | | | | | | | | | | | | | | |
| Spacing of Longitudinals | | Amidships | | | At Ends... | | | | | | | | | | | | | | |
| Transverses. | | | | | | | | | | | | | | | | | | | |
| UPPER DECK | | Depth and Thickness | | | 19 x 3/8 PL | | | 19 x 3/8 PL | | | | | | | | | | | |
| In Bridge | | Face Angles | | | 15 5 3/8 | | | L 5 x 5 x 3/8 | | | | | | | | | | | |
| 'tween Decks | | Lugs to Shell* | | | E.W. | | | | | | | | | | | | | | |
| SIDE | | Depth and Thickness | | | TOP 24" x 3/8 PL | | | TOP 24" x 3/8 PL | | | | | | | | | | | |
| In Upper 'tween Decks | | Face Angles | | | BOT 36" x 3/8 PL | | | BOT 36" x 3/8 PL | | | | | | | | | | | |
| CARGO HOLDS | | Lugs to Shell* | | | E.W. | | | L 6 x 6 x 3/8 | | | | | | | | | | | |
| BOTTOM | | Depth and Thickness | | | 40" x 3/8 PL | | | 40" x 3/8 PL | | | | | | | | | | | |
| In Hold | | Face Angles | | | 8" x 7/8 PL | | | 8" x 7/8 PL | | | | | | | | | | | |
| | | Lugs to Shell* | | | E.W. | | | | | | | | | | | | | | |
| | | Back Bars | | | 5/16 x 22" Lkt at | | | 5/16 x 22" Lkt at | | | | | | | | | | | |
| | | Brackets | | | every third Longitudinal | | | every third Longitudinal | | | | | | | | | | | |
| Spacing of Transverse Frames | | 7'-0" to 9'-7 1/2" | | | Elect. welded | | | 7'-0" to 9'-7 1/2" | | | | | | | | | | | |
| State if jogged or liners. | | | | | | | | | | | | | | | | | | | |
| Longitudinal Beams of | | Bridge Deck | | | 5 3 3/8 | | | 5 3 3/8 | | | | | | | | | | | |
| L, L or E | | Upper | | | 5 3 5/16 | | | 5 3 5/16 | | | | | | | | | | | |
| | | TRUNK TOP | | | | | | | | | | | | | | | | | |
| | | Second | | | | | | | | | | | | | | | | | |
| | | Third | | | | | | | | | | | | | | | | | |
| Transverse Beams. | | | | | | | | | | | | | | | | | | | |
| | | 19 x 3/8 PL | | | L 5 x 5 x 3/8 | | | | | | | | | | | | | | |
| | | 12" x 5/16 PL | | | 4" FLANGED | | | | | | | | | | | | | | |
| | | 18" x 5/16 PL | | | F. BAR 5 x 3/8 | | | | | | | | | | | | | | |

| EQUIPMENT No. | | | | LETTER | | ANCHORS <i>2 B. 1 S.</i> | | |
|------------------------|--------------------|------------------|-----------------|-----------------------|--------------------|---|--------------------------|---|
| Number of Certificate. | Anchors. | WEIGHT, BY STOCK | WEIGHT OF STOCK | TEST, PER CERTIFICATE | WEIGHT REQUIRED BY | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
| 12852 | 1st Bower | 2,500 lbs. | 50960 | 50960 | 2,500 lbs. | BALDT, STOCKLESS, BALDT, FORGED STEEL | ANCHOR, CHAIN AND FORGES | At maker's |
| 12850 | 2nd " | 2,500 lbs. | 50960 | 50960 | 2,500 " | SHANK. | | 4/1/34, Lux. W.H.R. |
| | 3rd " | | | | | | | |
| | Collective weight. | | | | | | | |
| | Stream | about 465 lbs. | one block. | | 750. | not tested, but now carefully examined & found to be satisfactory for service. Have been salvaged from S.P. Comet. 2 1/2" long, 1 1/2" wide, 1/2" thick. Made by Clatted in the S. Society. | | |

| CHAIN CABLES | | | | | | | | | | | | | |
|------------------------|---------------------------|-----------------------|------------------------|-------------------------------|--------------|---|---|--|---------------------------|------------------------------|-------------------------------|--|--|
| Number of Certificate. | Length and size supplied. | Test per Certificate. | WEIGHT OF CHAIN CABLE. | Length and size per Table 53. | 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 53. | | |
| 487 | 195 1 1/2" | 102,215 | 19455 | 19292 | 195 1 1/2" | NACO. National Cleveland Malleable & Steel Stud Link. | Cleveland Ohio. 28/4/34. Lux. J. Deunne & Co. | ROVINE. All were HAWERS & WARPS. MANILLA | 90 3 1/4" | Tested 90 3 1/4" | 90 3 1/4" | | |
| | | 143,105 | | | | | | | 90 6" | by maker. | 90 6" | | |
| | | | | | | | | | 90 5" | | 90 5" | | |
| | 60 3 1/2" | | | | 60 3 1/2" | Steel wire | Tested by makers | | | | | | |

Steering Gear, Steam *Hele Shaw Electric Hydraulic* Steering Gear, Hand *Duplicate Hydraulic Ramf Connected to same ramf at power gear, also table.*

Boats *metalic* Steering Chains, Size and Test *none* Windlass *Hyde. Lion Cyl. Steam P.H. Cyl. 7' x 4"*

Ceiling in Holds, thickness and material *ACCESS HATCHES - 3 P.S. - 24" diam. Steel plate cover 1/2" secured by 6-1" diam. G.M. Bolts & Nuts. 5 P.S. - 24" diam. Coaming cover plate, secured by 20-5/8" bolts.*

Cargo Hatchways. (Upper Deck) *AIR HATCHES. 5 P.S. - 24" diam. Coaming cover plate, secured by 20-5/8" bolts.*

Size of No. 1 Hatchway (Forward) *at above.*

Number of Shifting Beams and/or Fore and Afters *none*

Builder's Signature *Chas. T. Lammey*
PENNSYLVANIA SHIPYARDS, INC.

GENERAL DECLARATION. It should be stated (a) whether the vessel 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.

This vessel has been built in accordance with the approved plans, the Societies Rules, and the Committees instructions. The materials employed and the workmanship are good and to my satisfaction. All main tank and Cofferdams, fuel and peak tank have been killed and tested under pressure to rule height, and all shell and deck plating not tested under pressure, satisfactorily hose tested. Steering gear and windlass satisfactorily tested. The assigned freeboards have been marked on the vessel's side, verified by me and cut in. The scantling in the machinery space and forward have been increased as required. The vessel is of all electrically welded construction, longitudinal framing, bracketless system. The electric welded used throughout. (See Continuation, under General Remarks)

The amount of Entry Fee £ *25.00*

Special Survey Fee \$ *1131.75*

W. RENNIE. *50.00*

Travelling Expenses, if any £ *38.06*

SECOND SUR. FEE (C.F.M.) - *(45.00)*

State whether the Vessel has been built under Special Survey *Yes*

Fees applied for, *16/4/1934*

Received by me, *19/4/1934*

+ 100A1, with record of survey 6.37

"for service on the Great Lakes"

I am of opinion the Vessel should be classed *between the Great Lakes and Father Point, via the St. Lawrence Canal; between the Great Lakes and New York, via the New York State Barge Canal; also between New York, Norfolk and Eastport, Me. with the notation "Carrying Petroleum in Bulk"*

"Electrically welded"

Surveyor to Lloyd's Register of Shipping. *Wm. Rennie.*

Certificate to be sent to *N.Y.R. 13/1/38* Date of issue.

Committee's Minute

Character assigned *+ 100A1 Carrying Petroleum in bulk*

For service on the Great Lakes between the Great Lakes & Father Point via the St. Lawrence Canal; between the Great Lakes and New York via the New York State Barge Canal; also between New York, Norfolk and Eastport, Me.

+ LMC 6.37

Note - Longitudinal framing bracketless system

Electrically welded

Lloyds A.C.P.

Sil Eng. C.L.

1 D.B. (Exhaust Gas End) 125 lbs

Elec. light

Lloyd's Register Foundation

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 construction of this vessel were manufactured by the Lincoln Electric Company of Cleveland, Ohio, and are approved coated steel known as "Electrofield No. 5." Only skilled and approved operators are employed by the Builder.

All approved plans (26), and forging Reports (1) are forwarded herewith.

WR.

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

1st Bower 1750 lbs, W.H.R., 4/1/37, B.C. 12852.
2nd " 1750 lbs, W.H.R., 4/1/37, B.C. 12850.
3rd "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.5 ft., R.Q.D. 33.5 ft., Bridge 33.083 ft., Forecastle 33.083 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 1 DR (STL)

Official No. 236327; Signal Letters — Is bottom of Vessel coated with cement No if not give particulars of composition.

PARTICULARS OF WATER BALLAST.—

* Short Tons (2000 lbs)

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|-------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | 18.0 | 68.9 |
| Double bottom, under Engines and Boilers, | | | After peak tank, | 15.7 | 20.7 |
| Double bottom, if under Engines only, | | | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | 2.25 | 26.0 |
| Double bottom, forward, | | | Other tanks, if fitted, | | 13.6 |
| Total capacity of double bottom | | | (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. —

Date —

Dates of Surveys held while building

5/2/37, 17/2, 27/2, 17/3, 24/31, C. F. Macdonald - (5)
W. Rennie. 24/3, 8/4, 13/4, 20/4, 24/4, 26/4, 6/5, 17/5, 25/5,
28/5, 5/6, 9/6, 16/6, 21/6, 23/6, 24/6, 25/6, 26/6, - (18)

Total No. of Visits 23