

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office 10.1919

Date of completion of report 21 June 1919
Survey held at Bath, Me.
Port of Boston, Mass.
Date, First Survey 21 Dec 1917
Last Survey 14 June 1919
State if Report is also sent on the Machinery of the Vessel Yes.

On the (State of Single, Twin, or Triple Screw)
TONNAGE under 6070.86
Tonnage Deck 55.15
C.D.B. Do. between Tonnage Dk. and 3rd and 4th Dk. 6126
Total under Upper Dk. 274.17
Do. of Poop 131.48
Do. of R.Q.Dk. 78.69
Do. of Bridge House 158.05
Do. of Houses on Dk. 9.45
Do. of excess of Hatchways
Do. above Crown of Engine Room 6768
Gross Tonnage 289.92
Less Crew Space
Less above Crown of Engine Room
TONNAGE FOR FEES.. 1258.54
Less Engine Room 76.53
Less Navigation Spaces

CLASS # 100 A1
CARRYING PETROLEUM IN BULK
Breadth (greatest moulded) 56.0
Depth at middle of length from top of keel to top of upper deck beams at side 32.8
Transverse Number 88.8
Length on deck from fore part of stem to after part of stern post 415.7
Longitudinal Number 36900
Depth "d," at middle of length (See Secs. 2 & 13) 12.67
Proportions—Depths to Length—Upper Deck Beam at side to top of keel
Long Bridge Deck
Beam at side to top of keel

Rig 2 pole masts.
Master T.J. COLE
Year of appointment (1) As Master in service of owner of present vessel—1919
(2) As Master of this vessel—1919
Built at Bath, Me.
When built 1919 Launched 29 Mar 1919
By whom built The Texas Steamship Co.
Owners U.S. Shipping Board, Emergency Fleet Corp.
Managers
(Where necessary to be entered in Reg. Book.)
Residence Washington D.C.
Port belonging to Bath, Me.

Register Tonnage 5143
Destined Voyage Port Arthur, Tex. If Surveyed while Building, Afloat, or in Dry Dock Building

LENGTH on Deck as per Rule 415 9
BREADTH—Moulded 56 0
DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 32 9
Do. do. do. do. Second Dk. Beams 25 0
Moulded depth, ft. 40 ins. 10 To Bridge Dk. Round of Upper 14 ins.
Moulded depth, ft. 32 ins. 10 To Upper Dk. Dk. Beam, Actual

Dimensions of Ship per Register, Length 416.8 breadth 56.1 depth 31.1

FRAMING.				PILLARS.			
NAME, Angles, or Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
Do. in peaks	Long Fr. as per attached slip	7 3 1/2	44 1/4	" " Hold	6 3 1/2 x 3 1/2	35	6 3 1/2 x 3 1/2
Do. in way of Double Bottoms at Solid Floors				" " Quarter 'tween Dks., "	9 1/2 x 4 1/2	65	9 1/2 x 4 1/2
" " at intermdt. Bkts.				" " in Hold			
Spacing of Frames from centre to centre amidships							
" " length to Collision bulkhead							
" " in peaks							
VERSED FRAME, Angles	Aft peak	3 3 1/2	44 1/4				
Do. in way of Double Bottoms at Solid Floors							
" " at intermdt. Bkts.							
AMING, depth of girder	Aft peak	7	7				
DOORS, depth and thickness of Floor Plate							
" " at mid-line for length amidships							
" " in way of Engine and Boiler Spaces							
" " thickness at the ends of vessel	Aft peak	44	44				
" " depth at 1/2 the half breadth, as per Rule							
" " height extended at the Bilges	ER	42	42				
DOORS in Cell. Double Bottoms	ER	52	52				
" " state if flanged (top & bottom)	20	20	20				
" " Spacing of Solid floors	27 1/2	55	27 1/2				
VTRE GIRDER, in Dbl. bottom, dpth. & thknss.	ER	71	71				
" " Angles, Top	ER	62	62				
" " Bottom	ER	50	50				
" " to Floors	ER	44	44				
Brackets at intermdt. frmg., width & thknss	ER	40	40				
E GIRDERS, number on each side & thickness	ER	2	2				
" " state if flanged (top and bottom)	20	20	20				
" " Angles (top and bottom)	ER	3 1/2	3 1/2				
" " to Floors	ER	50	50				
RGIN PLATE, depth (exclusive of flange)							
" " and thickness							
" " Angle to Outside Plating							
" " Floors							
Brackets at intermdt. frmg., width & thknss							
Height of Outside Brackets above at bilge	As per approved plan						
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake							
" " in Engine and Boiler space							
" " Remainder in Holds							
AMS, Upper Deck, Single Angle, Bulb	Long Fr. as per attached slip						
" " Angle, Plate, Tee Bulb, or Channel							
" " In way of Long Bridge							
" " Spacing							
AMS, Second Deck, Single Angle, Bulb							
" " Angle, Plate, Tee Bulb, or Channel							
" " Spacing							
AMS, Third and Fourth Deck, Single Angle, Bulb							
" " Angle, Plate, Tee Bulb, or Channel							
" " Angles on upper edge							
" " Spacing							
AMS, Poop Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel							
" " Angles on upper edge							
" " Spacing							
BEAMS, Bridge Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel							
" " Angles on upper edge							
" " Spacing							
BEAMS, Forecastle Deck, Angle, Bulb, Angle, Plate, Tee Bulb, or Channel							
" " Angles on upper edge							
" " Spacing							

[illegible]

EQUIPMENT No. 38270										LETTER at										ANCHORS.										TONNAGE U. DK. OR PLATING No. FOR RAILERS									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK				WEIGHT OF STOCK				TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.				Description of Anchor				Makers.		Where and when tested and Superintendent.													
6798		1st Bower		69		2 15		Stockless		53		12 2 0		68		0 0		National		Penn. Seaboard Steel Corp.		Chester 29/5/18 H. Crawford																	
6510		2nd "		68		0 0		"		52		12 2 0		68		0 0		"		"		Newcastle 29/5/18 J. Ballin																	
6289		3rd "		59		2 6		"		48		1 1 0		"		"		"		"		"																	
		4th "																																					
		Collective weight.		197		0 21		✓						194		2 0		✓																					
6283		Stream		24		0 12		"		23		19 2 21		23		3 0		National		"		"																	
91		Kedge		9		1 20		✓		14		9 0 7		8		0 0		H. D. Common		Cape Ann Forge		Stonewell 2/11/17 J. Hecke																	
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																																							
1st Bower 69-2-15, 50-2-9, H.C., 6798 P.C. 29-5-18 2nd " 68-0-0, 49-3-5, H.C., 6510 P.C. 29-5-18 3rd " 59-2-6, 46-2-2, J.B., 6289 B.S. 29-3-18 4th " Stream 24-0-12, 16-3-19, J.B., 6283 B.S. 29-3-18																																							
CHAIN CABLES.																																							
HAWSEWS AND WARPS.																																							
Boats 2-26' + 2-20' lifeboats. Steering Gear, Steam Hyde Windlass Co. Steering Gear, Hand Hyde Windlass Co.																																							
Pumps, Number Oil cargo pumping system Diameter of Barrel State whether they are in efficient working order yes																																							
Windlass is Hyde Windlass Co make Capstan Hyde Windlass Co make																																							
Engine Room Skylights.—How constructed? Steel with hinged steel lids What arrangements for deadlights in bad weather? Permanent bullseyes																																							
Coal Bunker Openings.—How constructed? Steel with hinged steel lids How are lids secured? Bolted Height above deck? 18"																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 9 scuppers each side No freeing ports open rails																																							
Ceiling in Holds, thickness and material Cargo Batches, thickness and material 6x2 Y.P. in fore hold																																							
Cargo Hatchways.—How formed? Steel oil tight hatches with hinged steel lids Hatches, If strong and efficient? yes																																							
State size No. 1 Hatch (Forward) No. 2 Hatch No. 3 Hatch No. 4 Hatch																																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch																																							
No. of Breasthooks 15 No. of Crutches																																							
Bulwarks, height above deck and description Open rails Main Rail, material and size																																							
The foregoing is a correct description. Surveyor's Signature John S. Hecke																																							
Builder's Signature (here enter) The Texas Steamship Co. Rock Island, Tex. 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)																																							
State correspondence through New York office																																							
Workmanship. Are the butts of plating planed or otherwise fitted? yes																																							
Is the riveted work properly closed? yes																																							
Are the liners between the frames and plates solid single pieces? yes Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes																																							
Are the rivets break into or through the seams or butts of the plating? A few only																																							
Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes																																							
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Good																																							
Have all the girtways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Good																																							
General Remarks (State quality of workmanship, &c.)																																							
This vessel has been built under Special Survey in accordance with the Rules + approved plans + the workmanship + material are good. The oil cargo tanks, cofferdams oil fuel tanks + ballast tanks have been tested in accordance with the Rules + found good. The vessel is intended to burn oil fuel + the requirements of Section 49 have been complied with.																																							
This is a sister ship to % DIRIGO of Bath, Me., Boston report 1132.																																							
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 £ \$ 25.00 Fees applied for, 18 June 1919																																							
Special Survey Fee.... £ 971.00 Received by me, 26 June 1919																																							
Travelling Expenses, if any £ 434.25 Certificate to be sent to Boston In duplicate Date of issue 7-8-19																																							
State whether the Vessel has been built under Special Survey Yes																																							
I am of opinion this Vessel should be Classed +100 A1 Carrying Petroleum in Bulk.																																							
With, or without Freeboard, as condition of Class Without freeboard																																							
Committee's Minute New York JUL - 1 1919																																							
Character assigned +100A1																																							
note:- A+C.P. Carr. Pet. in bulk																																							
Eg. h. at + 100A1 6.19 2.19																																							
Long. from 3.19 150° J																																							
Mch. aft 3.19 150° J																																							
Electric 3.19 150° J																																							
2.19 150° J																																							
W.2 1160																																							

S/S Shenandoah of Bath, Me

Boston report 1166.

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.							
		In Ship.			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.	Ins.	Ins.	Inches.	Number.	Diameter.			
Framing of 4. L 17. 12																					
Frames in Bridge 'tween Decks ...		6	3	.42				6	3	.42				3/4	.42	✓					
Frames from Uppermost Continuous Deck		7 1/2	3 1/2	.40	7 1/2	3 1/2	.40	7 1/2	3 1/2	.40	7 1/2	3 1/2	.40	7/8	.54	✓	10	3/4			
Framing from Amidships, Shelter or Upper Deck to Margin Plate.		No. 1																			
		" 2															✓				
		" 3	8		.42	8		.42	8		.42	8		.42			✓	8	7/8		
		" 4	9						9								✓	10			
		" 5			.48						.48						3 1/8 for 10 rivets				
		" 6	10		.46	9		.47	10		.46	9		.47							
		" 7			.50	9		.42			.50	9		.42							
		" 8			.10			.50			.10			.50			3 1/8	✓			
		" 9			.52			.50			.54			.50							
		" 10			.62						.62										
		" 11	12	3 1/2	.44			.54	12	3 1/2	.44			.54				18			
		" 12	15	3 1/2	.42			.62	15	3 1/2	.42			.62			3 1/8	✓			
		" 13	All bottom longitudinals same as No. 12.															13			
		" 14																			
		" 15																			
		" 16																			
Spacing of Longitudinal Frames		Amidships			22 1/2 30			22 1/2 30			21 1/2 30										
		At Ends			21 1/2 30																
Double Bottoms		Tank Top Longitudinals			7 1/2 3 1/2 .50			7 1/2 3 1/2 .50			7/8 .54										
		Bottom																			
Spacing of Longitudinals		Amidships																			
		At Ends			30			30													
Transverses.														Rivets in Lugs to Shell Diam. Speng.							
In Bridge		Depth and Thickness			15 .38			15 .38													
'tween Decks		Face Angles			3 4 .44			3 4 .44													
		Lugs to Shell*			3 1/2 3 1/2			3 1/2 3 1/2			3/4 3 1/2			Lines							
In Amidships Shelter or Upper 'tween Decks.		Depth and Thickness			18 .40			18 .40			18 .40										
		Face Angles			3 1/2 4 .44			3 1/2 4 .44			3 1/2 4 .44										
		Lugs to Shell*			3 1/2			3 1/2			3 1/2			3 1/8		Lines					
In Hold.		Depth and Thickness			34 .46			34 .46			34 .46										
		Face Angles			4 6 .68			4 6 .68			4 6 .68										
		Lugs to Shell*			6 6 .50			6 6 .50			6 6 .50			7/8 3 1/8		Lines					
		Brackets			3 4 .40			3 4 .40			3 4 .40										
Spacing of Transverse Frames		9'-6"			9'-2" x 7'-0"			9'-6"			9'-2" x 7'-0"										
		* State if jogged or liners.																			
Longitudinal Beams of 4. L 17. 12		Bridge Deck			6 3 .38			6 3 .38			34 1/2										
		Awg. or Shltr. Dk.			7 1/2 3 1/2 .40			7 1/2 3 1/2 .40			7 1/2 3 1/2 .40			30							
		Upper			8 .42			8 .42			8 .42										
		Second																			
		Third																			

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.

200,612.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 107 ft., R.Q.D. ft., Bridge 34.5 ft., Forecastle 33 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

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 should appear in the Register Book) 2 DKS (STL) & WEB FRAMES. LONGITUDINAL FRAMING

Official No. 217920 ; Signal Letters L Q T F State if Machinery is fitted aft MCHY. AFT

How are the surfaces preserved from oxidation? Inside Paint + Cement ✓ Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors cellular

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,		Salt Water	Fore peak tank,		
Double bottom, under Engines and Boilers,	64	209	After peak tank,	22	229
Double bottom, if under Engines only, including dwarf cofferdam			Deep tank, aft,	17.5	130
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	209	(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

Yes. ✓

Order for Special Survey No. 38

Date 7 Sept 1917

No. 11 in builder's yard.

Dates of Surveys held while building

1917 Dec 21 1918 Jan 3 Feb 12, 27 Mar 19, Apr 2, 10, 20 May 6, 15, 24 June 10, 20, 24 July 17 Aug 22, 26, Sept 3, 7, 11, 14, 18, 21, 25, 29 Oct 1, 11, 14, 31 Nov 2, 10 Dec 16, 30 1919 Jan 6, 8, 16, 22, 25, 29 Feb 3, 10, 18, 21, 25 Mar 4, 5, 8, 11, 15, 17, 19, 22, 24, 25, 27, 29 Apr 6, 23, 26, May 2, 6, 13, 16, 17, 20, 21, 22, June 5, 10, 14

Surveyor's Signature

John S. Heck

Foundation