

EQUIPMENT No. 40675				LETTER 67				ANCHORS.				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS			
Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.			
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	
2814	1st Bower	84	1	4	84	1	4	60	10	0	0	72	2	0	Seaboard.
2813	2nd "	72	2	0	72	2	0	55	0	0	0	72	2	0	Seaboard Casting Co. Chester 10/4/16. J. Dwyer.
2812	3rd "	62	3	10	62	3	10	49	15	0	0	62	0	0	
	4th "														
	Collective weight.	219	1	14								207	0	0	
2815	Stream	26	2	24	26	2	24	25	8	0	14	25	2	14	
2816	Kedge	11	1	0	11	1	0	13	2	2	0	11	1	0	

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

1st Bower 84 1 4 J.D. 2814 10/4/16.
2nd " 72 2 0 " 2813 "
3rd " 62 3 10 " 2812 "
4th " 26 2 24 " 2815 "
KEDGE 11 1 0 " 2816 "

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Length and Size per Table 31.		Length.	Cir.
	Length.	Diam.	Statu- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.	Tons.	Length.	Cir.		
73.	150.	2 3/8.	✓	✓	101 3/4.	142 1/2.	150.	2 3/8.	Std. Standard Chain	Cleveland	7/6. E. Evans	STEEL WIRE	150.	3 1/2.	71.	150.	3 1/2.	150.	3 1/2.
86.	150.	✓	✓	✓	147 1/2.	1.20	150.	3 1/8.	"	"	Columbus 26/4/16. E. Evans	HAWSERS & WARPS	6-125.	13.	✓	2-100.	8.	2-100.	8.
Iron Stream Chain or Steel Wire	120.	3.	✓	✓	59.	✓	120.	3.	✓	J.A. Roebing	San Francisco	"	2-125.	10.	✓	2-100.	8.	2-100.	8.

Boats 3. **Steering Gear, Steam** *amidships*. **Steering Gear, Hand** *off*.
Pumps, Number *as per Pumping Plan*. **Diameter of Barrel** *State whether they are in efficient working order*.
Windlass is *Steam by the Union Iron Works Co.* **Capstan** *Steam by the Union Iron Works Co.*
Engine Room Skylights.—How constructed? *Steel plate & angle.* What arrangements for deadlights in bad weather? *Steel flaps & bulls eyes.*
Coal Bunker Openings.—How constructed? *"* How are lids secured? *Ceash & ballens.* Height above deck? *15'.*
Number of Scuppers, and numbers and dimensions of **Freeing Ports, &c.** *5 scuppers on each side, open rails.*
Ceiling in Holds, thickness and material *✓*. **Cargo Battens,** thickness and material *✓*.
Cargo Hatchways.—How formed? *Steel plate & angle.* **Hatches, If strong and efficient?** *Yes.*
State size No. 1 Hatch (Forward) *10' 0" x 10' 0".* **No. 2 Hatch** *✓ oil hatchways as per deck plans.* **No. 3 Hatch** *✓*. **No. 4 Hatch** *✓*.
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *one.*
Bulwarks, height above deck and description *open rails.* **No. of Breasthooks** *ten.* **No. of Crutches** *deep floors.*
The foregoing is a correct description. *Union Iron Works Company* **Surveyor's Signature** *A.W. W. Rab.*
Builder's Signature (here only) *Wm. A. Rab.* **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)
London. 27/10/15. M. 28/10/15. M. 30/3/16. New York. 16/10/15.

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable*

Is the riveted work properly closed? *Yes.*

Are the liners between the frames and plates solid single pieces? *Longitudinal framing.* Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes.* Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes.*

Do any rivets break into or through the seams or butts of the plating? *a few.*

Are the butts of Plating, Stringers, &c., properly shifted and *OVERLAPPED.* *Yes.*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *Yes.* State results of tests *Satisfactory.*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *Yes.* State results of tests *Satisfactory.*

General Remarks (State quality of workmanship, &c.)

This vessel has been built in accordance with the approved plans & the Rules of the Society. The materials & workmanship are of good quality.

The cargo oil tanks, cofferdams, oil fuel tanks & water ballast tanks have all been tested as required by the rules & found satisfactory.

Sister vessel to "Los Angeles" S. P. rpt. No 2333 (with a re-arrangement of tanks etc). A midship section & profile & deck plan showing vessel as built is now forwarded. The approved plans are being retained in this office for dealing with the sister vessel No 131.

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.
Special Survey Fee £ : 98 : 00.
Travelling Expenses, if any £ : 44 : 10.

Fees applied for,
20 June 1916
Received by me,
27 July 1916

Certificate to be sent to

S.P. office Date of issue *20/11/16*

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

I am of opinion this Vessel should be Classed *100 A.1. "CARRYING PETROLEUM IN BULK"*

With, or without Freeboard, as condition of Class *without. LONGITUDINAL FRAMING*

A.W. W. Rab.
Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

TUE. 14 NOV. 1916

*100 A.1.
Carrying petroleum in bulk
a & b.*

*+ 2nd 6.16
Filed for oil fuel 6.16. 15th 11/16*

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. Diam. Spang.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter. Inches.
Framing of L, L or C ^{AND} C																
Frames in Bridge 'tween Decks...	6	3	375				6	3	375				7/8	5 1/2	7	7/8
Frames from Uppermost Continuous Deck	8	3 1/2	406	8	3 1/2	406	8	3 1/2	406	8	3 1/2	406	"	"	"	"
Framing from Awaiting, Shelter or Upper Deck to Margin Plate, CENTRE LINE.	"	8	3 1/2	406	8	3 1/2	406	8	3 1/2	406	8	3 1/2	406	"	"	"
	"	8	3 1/2	406	8	3 1/2	406	8	3 1/2	406	8	3 1/2	406	"	"	"
	"	8	3 1/2	406	8	3 1/2	406	8	3 1/2	406	8	3 1/2	406	"	8	"
	"	9	3 1/2	438	9	3 1/2	438	9	3 1/2	438	9	3 1/2	438	"	8	"
	"	9	3 1/2	438	9	3 1/2	438	9	3 1/2	438	9	3 1/2	438	"	10	"
	"	10	3 1/2	484	10	3 1/2	484	10	3 1/2	484	10	3 1/2	484	"	10	"
	"	10	3 1/2	484	10	3 1/2	484	10	3 1/2	484	10	3 1/2	484	"	10	"
	"	10	3 1/2	484	10	3 1/2	484	10	3 1/2	484	10	3 1/2	484	"	10	"
	"	10	3 1/2	484	10	3 1/2	484	10	3 1/2	484	10	3 1/2	484	"	12	"
	"	12	3 7/8	473	12	3 7/8	473	12	3 7/8	473	12	3 7/8	473	"	12	"
	"	12	3 7/8	473	12	3 7/8	473	12	3 7/8	473	12	3 7/8	473	"	16	"
	"	12	3 7/8	473	12	3 7/8	473	12	3 7/8	473	12	3 7/8	473	"	16	"
	"	12	4	70	12	4	70	12	4	70	12	4	70	"	16	"
	"	12	4	70	12	4	70	12	4	70	12	4	70	"	12	"
	"	12	4	70	12	4	70	12	4	70	12	4	70	"	12	"
	"	12	4	70	12	4	70	12	4	70	12	4	70	"	12	"
Spacing of Longitudinal Frames	Amidships	30"														
	At Ends	24"													3/4"	
		22"													12	"

Double Bottoms L, L or C	Tank Top Longitudinals															
	Bottom															
Spacing of Longitudinals	Amidships															
	At Ends...															

Transverses.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Rivets in Lugs to Shell Diam. Spang.	
In Bridge 'tween Decks	Depth and Thickness	14"	40		14"	40		14"	40		14"	40		7/8	4
	Face Angle	4	3 1/2	44	4	3 1/2	44	4	3 1/2	44	4	3 1/2	44		
	Lugs to Shell*	3 1/2	3 1/2	40	3 1/2	3 1/2	40	3 1/2	3 1/2	40	3 1/2	3 1/2	40		
In Awaiting, Shelter or Upper 'tween Decks.	Depth and Thickness	18	40	18	40	18	40	18	40	18	40	18	40	7/8	4
	Face Angle	4	3 1/2	44	4	3 1/2	44	4	3 1/2	44	4	3 1/2	44		
	Lugs to Shell*	6	6	44	6	6	44	6	6	44	6	6	44	7/8	4
In Hold.	Depth and Thickness	34	46	34	46	34	46	34	46	34	46	34	46		
	Face Angle	9	3 1/2	438	9	3 1/2	438	9	3 1/2	438	9	3 1/2	438		
	Lugs to Shell*	6	6	50	6	6	50	6	6	50	6	6	50	7/8	4
	Brackets		44		44		44		44		44		44		
Spacing of Transverse Frames		9' 6"		9' 6"		9' 6"		9' 6"		9' 6"		9' 6"			
* State if joggled or liners.		JOGGED.													

Longitudinal Beams of L, L or C	Bridge Deck ... Avg. or Shlt. Dk.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			Spacing.	Transverse Beams.	In Ships.		As approved.	
		Plate.	Angles.		Plate.	Angles.		Plate.	Angles.		Plate.	Angles.				Plate.	Angles.	Plate.	Angles.
	Upper	11x40	6x3x375		11x40	6x3x375		11x40	6x3x375		11x40	6x3x375		30"		11x40	6x3x375	11x40	6x3x375
	Second	20x40	9x3x438		20x40	9x3x438		20x40	9x3x438		20x40	9x3x438		30"		20x40	9x3x438	20x40	9x3x438
	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.

5c, 8, 12.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106 ft., R.Q.D. ☒ ft., Bridge 50 ft., Forecastle 43 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 as it should appear in the Register Book) 2 DKS (STL) & WEB FRAMES

Official No. 214173; Signal Letters LGCN. State if Machinery is fitted aft. ☒ YES

How are the surfaces preserved from oxidation? Inside By Paint & asphalt outside oil tanks. Outside By Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,		97
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,		74
Double bottom, if under Engines only,	36.5	77	Deep tank, aft,		✓
Double bottom, if under Boilers only,	27.36	120	Deep tank, forward,	50	880
Double bottom, forward,	✓	✓	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		197	(If necessary, furnish further information by sketch.)	✓	✓

* The walls 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. 10

Date 27th Oct. 1915

No. 125 in builder's yard.

DATES OF SURVEYS held while building

1915 DEC. 6, 16. 1916 JAN. 14, 21, 25, 28. FEB. 1, 7, 16, 18, 21, 25, 29. MARCH. 2, 9, 13, 16, 21, 24, 29, 31. APRIL 5, 11, 13, 17, 18, 20, 21, 24, 27, 28, 29. MAY 2, 10, 12, 19, 23, 25, 26, 31. JUNE 1, 2, 5, 6, 7, 9, 10, 12, 13, 14, 15, 18, 19, 21.

Total No. of Visits 54

Surveyor's Signature

A. W. M. Rab

Lloyd's Register Foundation