

# With or Without Disconnected Erections.

REC'D NEW YORK

## STEEL STEAMER.

Received at London Office

APR 17 1920

Date of completion of report  
Survey held at

15 Apr 1920

Date, First Survey

Port of *Bath, Me.*

Last Survey

No.

1315

19120

On the (State if Single, Twin, or Triple Screw)

*twin screw motor vessel*

*SOLITAIRE*

Rig

*scholar*

TONNAGE under

2917.34

Tonnage Deck

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk.

2917.34

Do. of Poop

194.29

Do. of R.Q.Dk.

Do. of Bridge House

78.03

Do. of Forecastle

43.42

Do. of Houses on Dk.

117.76

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

3350

Less Crew Space

144.29

Less above Crown of

Engine Room

TONNAGE FOR FEES

520.67

Less Engine Room

58.46

Less Navigation Spaces

Register Tonnage

2627

CLASS *+100A1*

*Carrying Petroleum in Bulk*

Breadth (greatest moulded)

43.5

Depth, at middle of length from top of keel to top of

27.9

Transverse Number

71.4

Length on deck from fore part of stem to after part of

315.0

Longitudinal Number

22490

Depth "d," at middle of length (See Specs. 2. & 13)

Proportions—Depth to Length—Upper Deck Beam at

11.4

side to top of keel

Long Bridge Deck

Beam at side to top of keel

Destined Voyage

*Port Arthur, Texas*

If Surveyed while Building, Afloat, or in Dry Dock while building

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
315 0	315	0	43 6	43	6	27 6	do. do. do.	27	6	2	2

Dimensions of Ship per Register, Length 315.0 breadth 43.7 depth 27.6 Moulded depth, ft. 25 ins. 8 To Bridge Dk. Round of Upper Dk. Beam, Actual 43.6

FRAMING.						PILLARS.					
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
Angles, or C or L Bars amidships	6	3 1/2	40	6	3 1/2	Angles, or C or L Bars amidships	6	3 1/2	40	6	3 1/2
in peaks	6	3 1/2	40	6	3 1/2	in peaks	6	3 1/2	40	6	3 1/2
in way of Double Bottoms at Solid Floors	6	3 1/2	40	6	3 1/2	in way of Double Bottoms at Solid Floors	6	3 1/2	40	6	3 1/2
at intermdt. Bkts.	6	3 1/2	40	6	3 1/2	at intermdt. Bkts.	6	3 1/2	40	6	3 1/2
of Frames from centre to centre amidships	6	3 1/2	40	6	3 1/2	of Frames from centre to centre amidships	6	3 1/2	40	6	3 1/2
length to Collision bulkhead	6	3 1/2	40	6	3 1/2	length to Collision bulkhead	6	3 1/2	40	6	3 1/2
in peaks	6	3 1/2	40	6	3 1/2	in peaks	6	3 1/2	40	6	3 1/2
USED FRAME, Angles	6	3 1/2	40	6	3 1/2	USED FRAME, Angles	6	3 1/2	40	6	3 1/2
in way of Double Bottoms at Solid Floors	6	3 1/2	40	6	3 1/2	in way of Double Bottoms at Solid Floors	6	3 1/2	40	6	3 1/2
at intermdt. Bkts.	6	3 1/2	40	6	3 1/2	at intermdt. Bkts.	6	3 1/2	40	6	3 1/2
NG, depth of girder	6	3 1/2	40	6	3 1/2	NG, depth of girder	6	3 1/2	40	6	3 1/2
S, depth and thickness of Floor Plate	6	3 1/2	40	6	3 1/2	S, depth and thickness of Floor Plate	6	3 1/2	40	6	3 1/2
at mid-line for 1/2 length amidships	6	3 1/2	40	6	3 1/2	at mid-line for 1/2 length amidships	6	3 1/2	40	6	3 1/2
way of Engine and Boiler Spaces	6	3 1/2	40	6	3 1/2	way of Engine and Boiler Spaces	6	3 1/2	40	6	3 1/2
thickness at the ends of vessel	6	3 1/2	40	6	3 1/2	thickness at the ends of vessel	6	3 1/2	40	6	3 1/2
pth at 1/2 the half breadth, as per Rule	6	3 1/2	40	6	3 1/2	pth at 1/2 the half breadth, as per Rule	6	3 1/2	40	6	3 1/2
ight extended at the Bilges	6	3 1/2	40	6	3 1/2	ight extended at the Bilges	6	3 1/2	40	6	3 1/2
in Cell. Double Bottoms	6	3 1/2	40	6	3 1/2	in Cell. Double Bottoms	6	3 1/2	40	6	3 1/2
state if flanged (top & bottom)	6	3 1/2	40	6	3 1/2	state if flanged (top & bottom)	6	3 1/2	40	6	3 1/2
Spacing of Solid floors	6	3 1/2	40	6	3 1/2	Spacing of Solid floors	6	3 1/2	40	6	3 1/2
GIRDER, in Dbl. bottom, dpth. & thknss.	6	3 1/2	40	6	3 1/2	GIRDER, in Dbl. bottom, dpth. & thknss.	6	3 1/2	40	6	3 1/2
Angles, Top	6	3 1/2	40	6	3 1/2	Angles, Top	6	3 1/2	40	6	3 1/2
Bottom	6	3 1/2	40	6	3 1/2	Bottom	6	3 1/2	40	6	3 1/2
to Floors	6	3 1/2	40	6	3 1/2	to Floors	6	3 1/2	40	6	3 1/2
ackets at intermdt. frmg., width & thknss	6	3 1/2	40	6	3 1/2	ackets at intermdt. frmg., width & thknss	6	3 1/2	40	6	3 1/2
ERS, number on each side & thickness	6	3 1/2	40	6	3 1/2	ERS, number on each side & thickness	6	3 1/2	40	6	3 1/2
state if flanged (top and bottom)	6	3 1/2	40	6	3 1/2	state if flanged (top and bottom)	6	3 1/2	40	6	3 1/2
Angles (top and bottom)	6	3 1/2	40	6	3 1/2	Angles (top and bottom)	6	3 1/2	40	6	3 1/2
to Floors	6	3 1/2	40	6	3 1/2	to Floors	6	3 1/2	40	6	3 1/2
LATE, depth (exclusive of flange) and thickness	6	3 1/2	40	6	3 1/2	LATE, depth (exclusive of flange) and thickness	6	3 1/2	40	6	3 1/2
Angle to Outside Plating	6	3 1/2	40	6	3 1/2	Angle to Outside Plating	6	3 1/2	40	6	3 1/2
Floors	6	3 1/2	40	6	3 1/2	Floors	6	3 1/2	40	6	3 1/2
Brackets at intermdt. frmg., width & thknss	6	3 1/2	40	6	3 1/2	Brackets at intermdt. frmg., width & thknss	6	3 1/2	40	6	3 1/2
Height of Outside Brackets above at bilge	6	3 1/2	40	6	3 1/2	Height of Outside Brackets above at bilge	6	3 1/2	40	6	3 1/2
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	6	3 1/2	40	6	3 1/2	INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	6	3 1/2	40	6	3 1/2
in Engine and Boiler space	6	3 1/2	40	6	3 1/2	in Engine and Boiler space	6	3 1/2	40	6	3 1/2
Remainder in Holds	6	3 1/2	40	6	3 1/2	Remainder in Holds	6	3 1/2	40	6	3 1/2
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2	BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2
In way of Long Bridge	6	3 1/2	40	6	3 1/2	In way of Long Bridge	6	3 1/2	40	6	3 1/2
Spacing	6	3 1/2	40	6	3 1/2	Spacing	6	3 1/2	40	6	3 1/2
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2	BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2
Spacing	6	3 1/2	40	6	3 1/2	Spacing	6	3 1/2	40	6	3 1/2
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2	BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2
Angles on upper edge	6	3 1/2	40	6	3 1/2	Angles on upper edge	6	3 1/2	40	6	3 1/2
Spacing	6	3 1/2	40	6	3 1/2	Spacing	6	3 1/2	40	6	3 1/2
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2	BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2
Angles on upper edge	6	3 1/2	40	6	3 1/2	Angles on upper edge	6	3 1/2	40	6	3 1/2
Spacing	6	3 1/2	40	6	3 1/2	Spacing	6	3 1/2	40	6	3 1/2
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2	BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2
Angles on upper edge	6	3 1/2	40	6	3 1/2	Angles on upper edge	6	3 1/2	40	6	3 1/2
Spacing	6	3 1/2	40	6	3 1/2	Spacing	6	3 1/2	40	6	3 1/2
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2	BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	3 1/2	40	6	3 1/2
Angles on upper edge	6	3 1/2	40	6	3 1/2	Angles on upper edge	6	3 1/2	40	6	3 1/2
Spacing	6	3 1/2	40	6	3 1/2	Spacing	6	3 1/2	40	6	3 1/2



[illegible][illegible]



~~Sept 2nd~~ 1315

OF SHREVEPORT  
LONG BRIDGE

PARTICULARS FOR RECORD

in holds, etc.

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) 8 WEB FRAMES. LONGITUDINAL FRAMING**

**RTICULARS OF WATER BALLAST.**—State whether the Double bottom is constructed as the ballast

Order for Special Survey No. 39

thickness 1-5  
2-5

No. 14 in builder's yard.

Total No. of Visits ..... 3

Range of tensile stress .....

...itted with a safety v

Surveyor's Signature John D. Hearn

Foundation

