

With or Without  
Disconnected Erections.

REC'D NEW YORK AUG -6 1921  
STEEL STEAMER.

Received at London Office MON. AUG. 22 1921

Date of completion of report  
Survey held at SAN PEDRO.

State if Report is also sent on the Machinery of the Vessel YES.

Port of SAN FRANCISCO CAL.

No. 3575

Date, First Survey 30 NOVEMBER 1920

Last Survey JULY 23

1921

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

S/S "SCOPAS"

Rig. SCHOONER

TONNAGE under

Tonnage Deck

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

Total under Upper Dk. 5283.99

Do. of Poop 53.20

Do. of R.O. Dk. CH HOUSE 10.99

Do. of Bridge House 47.03

Do. of Forecastle 121.99

Do. of Houses on Dk. 185.30

Do. of excess of Hatchways 5.26

Do. above Crown of Engine Room 119.98

Gross Tonnage 5827.72

Less Crew Space 278.02

Less above Crown of Engine Room

TONNAGE FOR FEES..

Less Engine Room 1864.83

Less Navigation Spaces 226.90

CLASS 100.H1

FEET.

Master F. REEDEKER

Year of appointment

(1) As Master in service of owner of present vessel—19  
(2) As Master of this vessel—10 21

Built at SAN PEDRO CAL.

When built 1921

Launched 25<sup>th</sup> May 1921

By whom built SOUTHWESTERN S.B. Co

Owners NEDERLANDSCH-INDISCHE TANK STOOMBOOT MAATSCHAPPIJ

Managers

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

Residence

Port belonging to S GRAVENHAGE.

Register Tonnage

3457.99

Destined Voyage SHANGHAI.

If Surveyed while Building, Afloat, and in Dry Dock YES.

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
412	0		53	1		Do. do. do. do. Second Dk. Beams	30	11 1/2	Two

Dimensions of Ship per Register, Length 412.0 breadth 53.3 depth 31.0 Moulded depth, ft. 38 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 1/2 ins.

FRAMING.						PILLARS.					
						Inches. Size in Ship, Inches. Spacing in Ship, Inches. per Rule, Or as Approved.					
FRAME, Angles, or C or L Bars amidships						PILLARS In 'tween Deck, size and spacing					
Do. in peak						" " Hold					
Do. in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks.,					
" " at intermdt. Bkts.						" " in Hold					
Spacing of Frames from centre to centre amidships						" " " "					
" " from # }						CENTRE LINE BULKHEAD					
" " length to Collision bulkhead						IN LIEU OF PILLARS					
" " in peak											
REVERSED FRAME, Angles, IN AFTER PEAK											
Do. in way of Double Bottoms at Solid Floors											
" " at intermdt. Bkts.											
FRAMING, depth of girder											
FLOORS, depth and thickness of Floor Plate											
" " at mid-line for 1/2 length amidships											
" " in way of Engine and Boiler Spaces											
" " thickness at the ends of vessel											
" " depth at 1/2 the half breadth, as per Rule											
" " height extended at the Bilges											
FLOORS in Cell. Double Bottoms											
" " state if flanged (top & bottom)											
" " Spacing of Solid floors											
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness											
" " Angles, Top											
" " " Bottom											
" " " to Floors											
" " Brackets at intermdt. frmg., width & thkns											
SIDE GIRDERS, number on each side & thickness											
" " state if flanged (top and bottom)											
" " Angles (top and bottom)											
" " " to Floors											
MARGIN PLATE, depth (exclusive of flange) and thickness											
" " Angle to Outside Plating											
" " Floors											
" " Brackets at intermdt. frmg., width & thkns											
" " Height of Outside Brackets above at bilge											
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake											
" " in Engine and Boiler space											
" " Remainder in Holds											
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " In way of Long Bridge											
" " Spacing											
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " Spacing											
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing											
BEAMS, 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. 3616Y				LETTER Z				ANCHORS.				Tonnage U.D.K. OR PLATING NO. FOR TRAWLERS.						
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.		
		Cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.						
11055	1st Bower ...	66	1	10	STOCKLESS	51	13	0	14	63	3	0	DUNN.	American Steel Foundries	Chester Pa.	2-3-21	J. J. ROBINSON	
11058	2nd "	60	3	16	"	48	14	2	0	63	3	0	"	"	"	2-3-21	J. J. ROBINSON	
11051	3rd "	60	0	20	"	48	10	0	0	64	2	0	"	"	"	2-3-21	J. J. ROBINSON	
	4th "																F. JOHNSON	
	Collective weight.	184	1	15						182	0	0						
11068	Stream .....	14	0	12	4	2	20	18	6	3	14	2	0	COMMON.	"	"	31-3-21	W.S. MANNING
11066	Kedge .....	4	1	10	2	0	14	9	11	2	4	2	0	"	"	"	31-3-21	W.S. MANNING

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

CHAIN CABLES.				HAWSETERS 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 Twine.		Length and Size per Table 31.			
		Length.	Diam.	Statio-nary.	Break-ing.	Supplied.	Per Rule.	Length.	Diam.									Length.	Gir.	Length.	Gir.				
2631	Patterson	240	2 1/4	9 1/2	12 1/2	132-0-2632	1-11	240	2 1/4	SUOLNIK	COLUMBUS.	COLUMBUS O.	10-12-19	FRANK STAPLE	HAWSETERS & WARPS	Patterson	120	3	1/2	120	3	1/2	120	3	1/2
	Stream	90	4 3/4		65 1/2			90	4 3/4									2290	7	MANILLA	2290	7			

**Boats** Four.  
**Pumps,** Number 48 PER PUMPING PLAN.  
**Windlass** is STEAM AND HAND BY ALLAN CUNNINGHAM CO INC SEATTLE.  
**Engine Room Skylights**—How constructed? STEEL PLATES & ANGLES.  
**Coal Bunker Openings**—How constructed? How are lids secured? BY BATTENS AND CLEATS. Height above deck? 24".  
**Number of Scuppers**, and numbers and dimensions of Freeing Ports, &c. 8 SCUPPERS EACH SIDE AND 11 FREEING PORTS 38" x 20".  
**Ceiling in Holds**, thickness and material Cargo Battens, thickness and material  
**Cargo Hatchways**—How formed? STEEL PLATES AND ANGLES. Hatches, If strong and efficient? YES.  
State size No. 1 Hatch (Forward) 10'-0" x 8'-0" No. 2 Hatch No. 3 Hatch No. 4 Hatch  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch PLATE COVER TO N°1 HATCH EFFICIENTLY STIFFENED.  
No. of Breasthooks ELEVEN. No. of Crutches DEEP FLOORS.  
**Bulwarks**, height above deck and description 42" STEEL PLATE X 31. Main Rail, material and size B.F. 6 x 3 1/2 x 13 1/2.  
The foregoing is a correct description.  
Builder's Signature thereonly O. Kibler South Upshur Shipbuilding Co. Surveyor's Signature Wm Smith Y A R W M R 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)  
NEW YORK. 24/8/20. 18/10/20. 19/10/20. 23/10/20. 27/10/20. 6/11/20. 19/11/20. 20/11/20. 24/11/20. 3/12/20. 11/12/21. 12/12/21. 27/12/21. 31/12/21.  
**Workmanship**. Are the butts of plating planed or otherwise fitted? PLANED WHERE PRACTICABLE. 2/3/21. 7/3/21. 29/3/21. LONDON. 17/2/21.  
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 facing surfaces? YES.  
Do any rivets break into or through the seams or butts of the plating? YES.  
Are the butts of Plating, Stringers, &c., properly shifted and overlapped?  
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 and the Rules of this Society. The materials and workmanship are of good quality. The cargo tanks, oil fuel tanks, cofferdams and water ballast tanks have all been tested out as required by the Rules and found satisfactory.

**Note**. The tonnages detailed on this report were made out in this office at the request of the Owners through the Dutch Consul General and provisional tonnage certificates issued to them. A separate account of \$200.00 plus \$83.99 expenses has been rendered to the Owners for this service.

Sister vessel to S. S. Acardo. S. D. reg. No 3552

**DAMAGE REPORT** July 2/21 Fee \$50.00  
" " July 27/21 " 30.00  
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.

**Telegrams** 3.30  
FREEBOARD FEE. \$80.00 Fees applied for,  
The amount of Entry Fee .... \$45.00 July 30, 1921.  
Special Survey Fee. . . . 25.00 Received by me,  
Foreign Travelling Expenses, if any \$316.48 22-10-1921  
May 15/21 Sunday fee 10.00  
State whether the Vessel has been built under Special Survey YES.  
I am of opinion this Vessel should be Classed 100A1. CARRYING PETROLEUM IN BULK. LONGITUDINAL FRAMING.  
With, or without Freeboard, as condition of Class WITHOUT.

Committee's Minute New York AUG - 9 1921  
Character assigned T100A1  
Note A+C CP Carrying Pet. in bulk  
equipped 2 + LMC-7-21  
longitud framing Fitted for oil fuel 7-21  
mach aft F.P. above 135°F  
blast light  
F.O.  
OIL

TUE. NOV. 11 1921



GENERAL REMARKS—(continued).

This vessel was damaged through the spreading of the launching ways while being launched on May 28, 1921. (For particulars see damage report attached hereto.)

The following repairs have been satisfactorily carried out at Hunter's Point dry dock, San Francisco, Calif. (Plates numbered from forward.)

**PORT SIDE - A Strake** - Plate No. 1 removed, faired, and replaced. Plate No. 2 faired in place.

**B Strake** - Plate No. 1 renewed. Plates Nos. 2, 3, and 4 removed, faired, and replaced.

**C Strake** - Plates Nos. 1 and 2 removed, faired, and replaced. Plates Nos. 3 and 4 faired in place.

**D Strake** - Plate No. 4 renewed. Plate No. 5 faired in place.

**E Strake** - Plate No. 1 renewed.

**F Strake** - Plate No. 4 renewed.

**G Strake** - Plate No. 3 faired in place. Bilge keel cut at a point 17'-0" from forward end removed, faired, and replaced and the butt of same welded and strapped on underside. Bilge keel T bar in way faired in place and any rivetting in way made good.

**STARBOARD SIDE - A Strake** - Plate No. 1 renewed.

**B Strake** - Plate No. 4 removed, faired, and replaced.

**C Strake** - Plates Nos. 2 and 4 removed, faired, and replaced. Plate No. 3 renewed.

Two longitudinals on port side faired in place. Four intercostal shell clips removed, faired, and replaced.

On completion of repairs Nos. 6, 7, 8, and 9 cargo tanks, forward cofferdam and forward deep tanks tested to full requirements of Lloyd's Register and found tight.

Vessel's bottom cleaned and coated with two coats of approved paint.

*J. Blackett*

Further damage was sustained to this vessel on the 25th June, 1921, while docking on completion of the trial trip also through being struck by the Tug "STANDARD 2" and the following repairs in this connection have now been satisfactorily carried out. (For further particulars see damage report attached hereto.)

**PORT SIDE** Stem plate in 3rd strake below sheer strake and stem in 4th strake below sheer strake faired in place and the rivetting and caulking in way overhauled and made good. One stern plate on port side renewed.

**STARBOARD SIDE**

Two plates in 1st strake below sheer strake faired in place and the rivetting and caulking in way overhauled and made good.

*Wm Smith for J. Blackett*

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 110' 25 ft., R.Q.D. ✓ ft., Bridge 32' 5 ft., Forecastle 56' 1/2 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 should appear in the Register Book) 2 DKS (STL) AND WEB FRAMES.

Official No. ; Signal Letters

State if Machinery is fitted aft **YES**.

How are the surfaces preserved from oxidation? Inside **BY PAINT AND 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**.

Where Fitted.	Length. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,		98.0
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,		103.0
Double bottom, if under Engines only, <b>AFT</b>	34.0	92.0	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	46 1/2	140.0	Deep tank, forward,	32.0	328.0
Double bottom, forward,			Other tanks, if fitted,	✓	✓
	Total capacity of double bottom	232.0	(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. **126**

Date **2<sup>nd</sup> Mar/21**

No. **24** in builder's yard.

DATE OF SURVEY held while building

1920:- NOV. 3. 18. DEC. 9. 21. 1921:- JAN. 6. 19. FEB. 3. 16. 25. MAR. 8. 9. 10. 11. 12. 14. 15. 16. 17. 18. 21. 23. 24. 28. 29. 30. 31. APR. 4. 5. 6. 7. 9. 11. 12. 13. 15. 16. 18. 19. 20. 21. 22. 23. 25. 26. 27. 28. 29. 30. MAY. 2. 3. 4. 5. 6. 7. 9. 10. 11. 12. 14. 15. 16. 17. 18. 19. 20. 23. 24. 25. 26. 27. 28. 31. JUNE. 1. 2. 3. 6. 7. 8. 9. 10. 11. 16. 17. 20. 21. 22. 23. 24. 26. 27. 28. 30. JULY. 2. 5. 6. 8. 12. 13. 15. 18. 19. 20. 21. 23.

Total No. of Visits **104**

Surveyor's Signature *Wm Smith*

*Wm Smith* *Wm Smith*

Foundation



1\*

# 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. Spacing	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 from Awning, Shelter or Upper Deck to Margin Plate, CENTRE LINE	ing of L, L or C .....																
	as in Bridge 'tween Decks ...	6	3 1/2	35				6	3 1/2	35				1/8	5 1/4		
	as from Uppermost Continuous Deck	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35		5 1/4	4	1/8
	No. 1																
	" 2																
	" 3															8	
	" 4	4	3 3/4	35	4	3 3/4	35	4	3 3/4	35	4	3 3/4	35				
	" 5	4	3 4/3	43	4	3 4/3	43	4	3 4/3	43	4	3 4/3	43		4" FOR 9 RIVETS		
	" 6	8	3 4/1	41	8	3 4/1	41	8	3 4/1	41	8	3 4/1	41				
	" 7															10	
	" 8	10	3 4	40	10	3 4	40	10	3 4	40	10	3 4	40		3 1/8		
	" 9																
	" 10																
	" 11	13	4	45	13	4	45	13	4	45	13	4	45		4	18	
	" 12																
	" 13															12	
	" 14																
	" 15																
	" 16																
ing of longitudinal frames	Amidships 30"	14	4	40	14	4	40	14	4	40	14	4	40			SPC 4	
	At Ends 30"	13	4	45	13	4	45	13	4	45	13	4	45		4" FOR 9 RIVETS	12	
e ns	Tank Top Longitudinals				4	3 4/3	43				4	3 4/3	43	1/8	5 1/4		
	Bottom																
g of Longitudinals	Amidships																
	At Ends...				30"						30"						
Transverses.																	
idge	Depth and Thickness	15	38					15	38								
	Face Angle	4	3 1/2	38				4	3 1/2	38							
	Lug to Shell	3 1/2	3 1/2	34				3 1/2	3 1/2	34				3/4	3 3/4		
aving, or of	Depth and Thickness	18	40		5 21	41		18	40		5 21	41					
	Face Angle	4	3 1/2	44	4	3 1/2	44	4	3 1/2	44	4	3 1/2	44				
	Lug to Shell	3 1/2	3 1/2	43	3 1/2	3 1/2	43	3 1/2	3 1/2	43	3 1/2	3 1/2	43	1/8	4		
s 'tween	Depth and Thickness	28	46		7 30	44		28	46		7 30	44					
	Face Angle	6	4	60	6	4	60	6	4	60	6	4	60				
	Lug to Shell	6	6	43	6	6	43	6	6	43	6	6	43	1/8	4		
fold.	Brackets				46						46						
of Transverse Frames		8'-8"			7 8'-6"			8'-8"			7 8'-6"						
State if jogged or liners.		JOGGED.															
udinal s of	Bridge Deck	6	3 1/2	35				6	3 1/2	35				40/2"			
	Awg. or Shldr. Dk.																
	Upper	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	30"			
	Second	4	3 3/1	31	4	3 3/1	31	4	3 3/1	31	4	3 3/1	31	4 1/2			
	Third																
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.																	
Working pressure by rules																	
Steam dome: description of joint to shell																	
% of strength																	

© 2021 Lloyd's Register Foundation

0148 3/3