

Disconnected Erections

Date of completion of report 14 October 1943 Port No. 1943
Survey held at Spinden N.J. Date, First Survey 30 Oct 1911 Last Survey 4 October 1912

TONNAGE under } 3100.45
Tonnage Deck. }
*Do. between Tonnage Dk. }
and 3rd and 4th Dk. }*

Q. Dk.	
ridge House	91. 98
castle	80. 12
ees on Dk.	63. 94
es of Hatchways	30. 42
Crown of }	
Room .. }	
nnage	3663. 78
Space	
Crown of }	
Room .. }	
OR FEES..	3663. 78
e Room	1172. 41
ation Spaces	33. 51
allast	46. 90
Tonnage)	2223. 00

	FEET.
Breadth (<i>greatest moulded</i>).....	46-0
Depth , at middle of length from top of keel to top of upper deck beams at side..... }	27-0
Transverse Number	73-0
Length on deck from fore part of stem to after part of stern post..... }	330-58
Longitudinal Number	24132
Depth "d," at middle of length (See Secs. 2 & 13)	17-58
Proportions—Depths to Length—Upper Deck Beam at } side to top of keel }	12-21
" " Long Bridge Deck } Beam at side to top of keel }	✓

Master *Thomas Toulon*
Year of appointment *1897*
Built at *Camden N.J.*
When built *19* Launched *2nd July 1912*
By whom built *New York Shipbuilding Co.*
Owners *Standard Oil Co.*
Managers *Standard Oil Co.*
(Where necessary to be entered in Reg. Book.)
Residence *New York.*
Port belonging to *New York.*

Destined Voyage Boston If Surveyed while Building Afloat, ~~or in Dry Dock~~ Yes

Beam ..	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
on Deck			Moulded			Do. do. do. do. Second Dk. Beams	25	82	Two
Rule	330	7		46	0		18	6½	No. of Tiers of Beams Two

Length	321.75	breadth	40.2	depth	27.5	Moulded depth, ft.	34	ins.	6	To Bridge Dk.	Round of Upper	11 1/2 ins
						Moulded depth, ft.	27	ins.	0	To Upper Dk.	Dk. Beam, Actual	

FRAMING.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
Bars amidships	0	3	43	6	3	43
peaks	0	3	43	6	3	43
Double Bottoms at Solid Floors						
" " " "						
of Frames from centre to centre amidships		24	1		24	
" " " " from 1/2		24	1		24	
" " " " length to Collision bulkhead		24	1		24	
" " " " AFT in peaks		24	1		24	
ISED FRAME, Angle	19"	16"	13"	19"	16"	13"
way of Double Bottoms at Solid Floors	3/2	3/2	43	3/2	3/2	43
" " " " " "						
ING, depth of girder	6			6		
IS, depth and thickness of Floor Plate	27		43	27		43
at mid-line for 1/2 length amidships						
way of Engine and Boiler Spaces AFT	54	39	50	43	54	39
thickness at the ends of vessel	36			36		
lepth at 1/2 the half breadth, as per Rule	20	14		20	14	
eight extended at the Bilges	54			54		
IS & BRACKETS in Cell Dble Bottoms	54	39	50	43	54	39
" " state if flanged (top & bottom)	not			flanged		
" " Spacing	24			24		
E GIRDER, in Dbl. bottom, dpth. & thickness	54		53	54		53
" " Angles, Top	3/2	3/2	43	3/2	3/2	43
" " " Bottom	5	5	56	5	5	56
" " " to Floors	3/2	3/2	43	3/2	3/2	43
RDERS, number on each side & thickness	three		43	three		43
" " state if flanged (top and bottom)	E 3/2	3/2	43	E 3/2	3/2	43
" " Angles (top and bottom)	E 3/2	3	375	E 3/2	3	375
" " " to Floors	E 3/2	3	375	E 3/2	3	375
N PLATE, depth (exclusive of flange)	42		43	42		43
" " and thickness	E 4	4	43	E 4	4	43
" " Angles to Outside Plating	E 3/2	3/2	43	E 3/2	3/2	43
" " " Floors ON BRKS	3/2	3/2	43	3/2	3/2	43
" " Height of Brackets above at bilge	27			27		
BOTTOM PLATING, breadth and thickness of Middle Line Strake	E 48		43	E 36		43
" " " in Engine and Boiler space	B 36		43	B 36		43
" " Remainder in Holds			43			43
Upper Deck, Single Angle, Bulb	6	3/2	36	6	3/2	35
Angle, Plate, Tee, Bulb, Channel						
Angles on upper edge						
Spacing	24			24		
Second Deck, Single Angle, Bulb	7	3	43	7	3	43
Angle, Plate, Tee, Bulb, Channel						
Angles on upper edge						
Spacing	24			24		
Third and Fourth Deck, Single Angle, Bulb						
Angle, Plate, Tee, Bulb, Channel						
Angles on upper edge						
Spacing	24			24		
Poop Deck, Angle, Bulb Angle, Plate	6	3	43	6	3	43
Angle, Plate, Tee, Bulb, Channel						
Angles on upper edge						
Spacing	24			24		
Bridge Deck, Angle, Bulb Angle, Plate	6	3	43	6	3	43
Angle, Plate, Tee, Bulb, Channel						
Angles on upper edge						
Spacing	24			24		
Forecastle Deck, Angle, Bulb Angle, Plate	6	3	43	6	3	43
Angle, Plate, Tee, Bulb, Channel						
Angles on upper edge						
Spacing	24			24		
24" 21" 18" 15"				24" 21" 18" 15"		

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. & spacing. WEB-FRAMES, In After Body, No. and spacing. DIMENSIONS of Face Angles to Web-Frames. PLATES to Stringers. Web Frames, depth and thickness. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. PLATING. STRAKES. RIVETING. BUTTS. IF LAPPED. UPPER DECK. SECOND DECK. FRAMES. REVERSED FRAMES. MASTS, SPARS, &c. LOWER MASTS. BOWSPRIT. TOPMASTS, YARDS AND REMAINDER OF SPARS. RIGGING, MATERIAL AND SIZE, SHROUDS. SAILS.

Drop mechanical tests applied at Chester Pa. by Robert Haig & Evan Edwards. EQUIPMENT, No. 25270. LETTER V. ANCHORS. TONNAGE U. K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks. Correspondence. Workmanship. The foregoings is a correct description. General Remarks. The workmanship and material are satisfactory. All the oil compartments, boiler, and ballast tanks have been tested with water and found satisfactory. COMMITTEE'S MINUTE. Character assigned. 10001. Carrying petroleum in bulk. TUE. NOV. 26. 1912. Lloyd's Register Foundation.

