

Added Shell	72 - 52	Nine Holes	72 - 54
Side	48 - 48		66 - 50
Strake	1-20		108 - 50
Strake Rebr	1-10		92
Strake Rebr	50 x 76	52 on Strake - 60	21 x 77
			70

Steel Twin. Sc. 3 Mst. Sr. "CHARLES PRATT" - built 1916 - 3 mo.

Classed :

100A1

"Shelter Deck with freeboard"

"Carrying Petroleum in Bulk".

"Fitted for Oil Fuel 3,16, F.P. above 150°F"

New York 9.23. Condition.

About 86 shell rivets renewed, about 1413 rivets caulked. About 76 feet of seam caulked.

New Orleans 7.25. Condition

Wasted and corroded rivets in bottom renewed.

New York 10.25. Condition

A number of shell rivets in way of all cargo tanks renewed.

New Orleans 7.26. Docking.

Doubling plates fitted to "A" strake plates, port side (one in way of No.4 tank and one in way of No.6).

Shell plate "B8 port side renewed.

A considerable number of rivets in flat of bottom renewed.

New York 5.27. Heavy weather

Approximately 128,615 shell rivets renewed. About 99,350 bulkhead rivets caulked, and 343 renewed.

New York 8.28. S.S.No.3

About 4,497 bottom and side shell rivets caulked. About 6,445 bulkhead rivets caulked, and seams caulked.

New Orleans, 329. Heavy weather

About 1,230 shell rivets in bottom renewed. About 2,553 rivets in bottom and sides caulked. Seams caulked. 297 rivets welded and caulked. 24 feet of plate seam welded and caulked. 2145 rivets in pump room bulkheads and tween decks caulked and 361 feet of plate seam caulked.

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New York 9.29. Heavy weather

About 1600 rivets in way of shell and bracket clips renewed.

Wear and tear One shell plate, second below sheer starboard side, in way of Nos. 5 & 6 summer tanks renewed.

Mobile 3.30. Heavy weather.

Shell plates C9 and F9 port side cracked for length of 6" (now welded and doubled). Shell plate F8 starboard cracked (now welded and doubled).

About 1800 rivets in cargo tanks, through brackets to longitudinals at bulkheads, and in way of connections to deep fore and aft girders renewed. About 3,300 rivets in bottom renewed.

New York 8.30 Condition

About 36 shell rivets renewed, 1497 caulked, and 81 ft. seam caulked. A number of rivets in tween decks, pump room bulkheads, and No.2 summer tank, port and starboard, renewed, caulked or welded.

Mobile 1.31. Heavy weather.

Shell plate F9 cracked (now renewed) starboard. About 450 internal rivets in main tanks renewed. 348 bottom shell rivets renewed.

New Orleans 4.32. Heavy weather.

A9 starboard and A8 port doubled.

D9 starboard and B12 port small fractures welded.

658 shell bottom rivets renewed, 1674 caulked, 3112 welded.

Seams welded or caulked.

22 rivets in main tanks renewed.



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Mobile 11,32. Docking

A number of scattered rivets in shell plating caulked.

New York 2,33. Part S.S.No.1.

The following shell plates renewed :-

Starboard side C8 cracked just forward of after bulkhead about 2'3". No.4 tank; C10 cracked at transverse frame midway between bulkheads about 5'6" long. No.6 tank.

D10 cracked forward side of after bulkhead of No.6 tank about 3'7" long.

E9 cracked at transverse midway between bulkheads No.6 tank about 4'1" long.

G10 cracked 24" aft of forward bulkhead No.9 tank about 10' long.

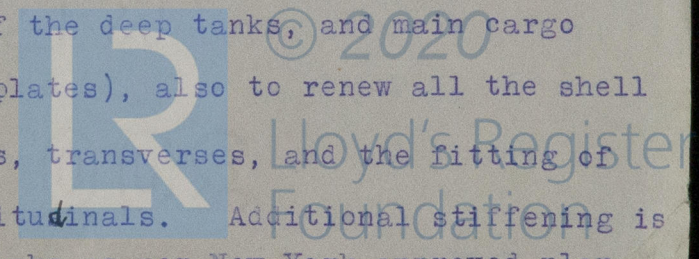
Port side D10 cracked at transverse No.6 tank about 3'4" long. About 3262 shell rivets renewed and a number welded. About 1120 bulkhead and internal rivets renewed, and a number welded.

Newport News 3,33. Completion of 2nd S.S.No.1

On the port side shell plates in No.7 cargo tank in A,B,C,D,E,F & G strakes cracked through. The interior surfaces of the bottom shell plating found to be in some cases uniformly corroded, pitted in places and unevenly corroded. The original thickness of some of these plates, viz .72, was found to be wasted to .64 and .70, and owing to the pitting in places these thicknesses were still further reduced.

The Owners have decided to renew practically the whole of the shell plating in way of the deep tanks, and main cargo tanks (approximately 130 odd plates), also to renew all the shell angle attachments to bulkheads, transverses, and the fitting of back bars at the ends of longitudinals. Additional stiffening is being effected in the cargo tanks as per New York approved plan.

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