

With or Without  
Disconnected Erections.

STEEL STEAMER.

REC'D NEW YORK

Nov. 14. 1916

Received at London Office

State of Report is also sent on the Machinery of the Vessel

Date of completion of report 15th November 1916 Port of PHILADELPHIA  
Survey held at Wilmington Date, First Survey 10th September 1915 Last Survey 31st October 1916  
On the (State if Single, Twin, or Triple Screw) SINGLE SCREW STEAMER PEARL SHELL Rig Schooner  
TONNAGE under Tonnage Deck... 5309.52  
Do. between Tonnage Dk. and 3rd and 4th Dk. 96.92  
Total under Upper Dk. 5309.52  
Do. of Poop 56.19  
Do. of R.Q.Dk. 77.24  
Do. of Bridge House 180.48  
Do. of Forecastle 125.08  
Do. of Houses on Dk. 5845.43  
Do. of excess of Hatchways 289.21  
Do. above Crown of Engine Room 5431.34  
Gross Tonnage 1796.57  
Less Crew Space 339.06  
Net Tonnage 3420.79  
CLASS in bulk, longitudinal framing  
Breadth (greatest moulded) 53.08  
Depth, at middle of length from top of keel to top of upper deck beams at side 31.00  
Transverse Number 84.08  
Length on deck from fore part of stem to after part of stern post 412.00  
Longitudinal Number 34640  
Depth "d," at middle of length (See Secs. 2 & 13) 13.2  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.2  
Long Bridge Deck Beam at side to top of keel  
Master Oscar Lane  
Year of appointment (1) As Master in service of owner of present vessel—1916 (2) As Master of this vessel—1916  
Built at Wilmington Del.  
When built 1916 Launched 1st July 1916  
By whom built Hadan & Hollingsworth Corp.  
Owners Shell Company of California  
Managers (Where necessary to be entered in Reg. Book.)  
Residence San Francisco Cal.  
Port belonging to Wilmington Del.  
Destined Voyage Bordeaux If Surveyed while Building Afloat, or in Dry Dock Yes

LENGTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
per Rule	412	0	Moulded	53	1	Do. do. do. do.	Second Dk. Beams	31	0	Two
										No. of Tiers of Beams Two

Moulded depth, ft. 38 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.  
Moulded depth, ft. 31 ins. 0 To Upper Dk.

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
NAME, Angles, or Bars amidships				PILLARS, In 'tween Deck, size and spacing			
Do. in peaks				" 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				KEELSONS & STRINGERS.			
" from 1/2 length to Collision bulkhead				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" in peaks				" Rider Plate, as per plan of M.H. Bkts.			
REVERSED FRAME, Angles				" Flat Plate Keel Angles			
Do. in way of Double Bottoms at Solid Floors				" Horizontal Plates on Floors			
" at intermdt. Bkts.				" Angles or Bulb Angles			
SPACING, depth of girder				SIDE KEELSONS, Number			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				" Angles or Bulb Angles			
" in way of Engine and Boiler Spaces				" Plate above floors, for length			
" thickness at the ends of vessel				" Intercoastal Plate, for length			
" depth at 1/2 the half breadth, as per Rule				" Attached to outside Plating with Angle			
" height extended at the Bilges				BILGE KEELSON, Angles			
FLOORS in Cell. Double Bottoms				" Intercoastal Plate for length			
" state if flanged (top & bottom)				" Attached to outside Plating with Angle			
" Spacing of Solid floors				SIDE STRINGERS, Number			
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.				" Angle			
" Angles, Top				" Intercoastal Plate, for length			
" Bottom				" Attached to outside plating with Angle			
" to Floors				Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)			
" Brackets at intermdt. frmg., wdth & thcknss				" br'dth & thickness (in way of Bridge)			
SIDE GIRDERS, number on each side & thickness				" Angle (clear of Bridge)			
" state if flanged (top and bottom)				" Tie Plate at sides of Hatchways			
" Angles (top and bottom)				" Deck, Iron or Steel, for full lng.			
" to Floors				" Thickness (clear of Bridge)			
" MARGIN PLATE, depth (exclusive of flange) and thickness				" (in way of Bridge)			
" Angle to Outside Plating				" Wood Deck, Material & thickness			
" Floors				Second Deck Stringer Plate, br'dth & thickness			
" Brackets at intermdt. frmg., wdth & thcknss				" Angles on ditto, No.			
" Height of Outside Brackets above at bilge				" Tie Plates outside Hatchways			
" LOWER BOTTOM PLATING, breadth and thickness of Middle Line Strake				" Deck, Iron or Steel, for full lng.			
" in Engine and Boiler space				" Wood Deck, Material & thickness			
" Remainder in Holds				Third Deck Stringer Plate, br'dth & thickness			
" AMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel				" Angles on ditto, No.			
" In way of Long Bridge				" Tie Plates outside Hatchways			
" Spacing				" Deck, Material and thickness			
" AMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel				" Poop Deck Stringer Plate, breadth & thickness			
" Spacing				" Angle on ditto			
" AMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" Tie Plates			
" Angles on upper edge				" Deck, Material and thickness			
" Spacing				" Bridge Deck Stringer Plate, br'dth & thickness			
" AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" Angle on ditto			
" Angles on upper edge				" Tie Plates			
" Spacing				" Deck, Material and thickness			
" AMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" Forecastle Deck Stringer Plate, br'dth & thcknss			
" Angles on upper edge				" Angle on ditto			
" Spacing				" Tie Plates			
" BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" Deck, Material and thickness			
" Angles on upper edge				" State if whole or part, and if Wood Deck is laid thereon			
" Spacing							



WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. WEB-FRAMES, In E. & B. Space, No. and spacing. WEB-FRAMES, In After Body, No. and spacing. BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. PLATING. STRAKES. RIVETING. BUTTS. FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A & D\* Table 22. Speed 11 knots. Main-Piece, diameter at head. RUDDER, how constructed. Thickness of Plates or Single Plate. MANUFACTURER'S name or trade mark of the Iron or Steel. RIGGING. MASTS, SPARS, &c. LOWER MASTS. BOWSPRIT. TOPMASTS, YARDS and Remainder of SPARS. RIGGING, Material and Size, Shrouds. SAILS. Suits of Fore staysail. Sails, and the following spare sails.

EQUIPMENT No. 36042 LETTER Z ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam by Hydraulic. Windlass is Steam by the Hydraulic. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Bulwarks, height above deck and description. Correspondence. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? 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)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Note: Long framing. Elec. light. Equip. in 7.



# PARTICULARS OF LONGITUDINAL FRAMING.

GENERAL 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.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.			
			Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Spang.	Inches.	Number.	Diameter.			
																			Inches.			
Framing of <b>L.L.K.</b> .....			6	3	406	6	3	406	6	3	406	6	3	406	3/4	4 1/2	-	-	-			
Frames in Bridge 'tween Decks ...			7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7/8	5 1/4	5 1/4	-	-			
Frames from Uppermost Continuous Deck			7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7/8	5 1/4	5 1/4	7	7/8			
No. 1			7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7/8	5 1/4	5 1/4	7	7/8			
" 2			7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7	3 1/2	38	7/8	5 1/4	5 1/4	7	7/8			
" 3			7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	7	3 1/2	42	7/8	5 1/4	5 1/4	8	7/8			
" 4			8	3 1/2	38	8	3 1/2	38	8	3 1/2	38	8	3 1/2	38	7/8	5 1/4	5 1/4	8	7/8			
" 5			8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	8	3 1/2	42	7/8	5 1/4	5 1/4	8	7/8			
CAR, 6			9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	9	3 1/2	42	7/8	5 1/4	4" for 9 rivets	8	7/8			
CAR, 7			9	3 1/2	42 1/2	9	3 1/2	42 1/2	9	3 1/2	42 1/2	9	3 1/2	42 1/2	7/8	5 1/4	" " " "	8	7/8			
" 8			10	3 1/2	43 1/2	10	3 1/2	43 1/2	10	3 1/2	43 1/2	10	3 1/2	43 1/2	7/8	5 1/4	" " " "	10	7/8			
" 9			10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	7/8	5 1/4	3 1/2" " " "	10	7/8			
CAR, 10			10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	10	3 1/2	46	7/8	5 1/4	" " " "	10	7/8			
" 11			13	4	40	13	4	40	13	4	40	13	4	40	7/8	5 1/4	" " " "	10	7/8			
" 12			13	4	43	13	4	43	13	4	43	13	4	43	7/8	5 1/4	4" " " "	16	7/8			
" 13			13	4	45	13	4	45	13	4	45	13	4	45	7/8	5 1/4	" " " "	16	7/8			
Bottom Longitudinals			14	-	-	-	-	-	-	-	-	-	-	-	-	-	" " " "	12	7/8			
" 15			-	-	-	-	-	-	-	-	-	-	-	-	-	-	" " " "	-	-			
" 16			-	-	-	-	-	-	-	-	-	-	-	-	-	-	" " " "	-	-			
Spacing of Longitudinal Frames			Amidships			At Ends																
			30			21			30			21										
Double Bottoms			Tank Top Longitudinals																			
<b>L.L.K.</b>			Bottom			7 3 1/2 52			7 3 1/2 46			7 3 1/2 52			7/8 5 1/4		In Boiler Room only					
Spacing of Longitudinals			Amidships			At Ends																
			30						30													
Transverses.																						
In Bridge			Depth and Thickness																			
'tween Decks			Face Angles			Wing Bulkheads in lieu efficiently stiffened																
			Lugs to Shell*																			
In Awning, Shelter or Upper 'tween Decks.			Depth and Thickness			18 - 40 18 - 40 18 - 40 18 - 40																
			Face Angles			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 Hold.			Depth and Thickness			28 - 46 28 - 46 28 - 46 28 - 46													Joggled			
			Face Angles			6 4 60 6 4 60 6 4 60 6 4 60																
			Lugs to Shell*			6 6 46 6 6 46 6 6 46 6 6 46																
			Brackets			40 x 46 40 x 46 40 x 46 40 x 46													Joggled.			
Spacing of Transverse Frames			8'-8"			8'-8"			8'-8"			8'-8"										
* State if joggled or liners.																						
Longitudinal Beams of <b>L.L.K.</b>			Bridge Deck			6 3 34			6 3 34						Spacing.							
			Awg. or Shlt. Dk.												40							
Upper CAR			6 3 406			6 3 406			6 3 406			6 3 406			30							
Second			7 3 1/2 42			7 3 1/2 42			7 3 1/2 42			7 3 1/2 42			24		6 27					
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.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 112.25 ft., B.Q.D. 10 ft., Bridge 24.0 ft., Forecastle 40.0 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 in the Register Book) **2 DKS (JTL) WEB FRAMES**

Official No. **214490**; Signal Letters **LGKD**

How are the surfaces preserved from oxidation? Inside **Portland cement paint** outside **gal. paint**

State if Machinery is fitted aft **Yes**

PARTICULARS OF WATER BALLAST.				State whether the Double bottom is constructed on the cellular system or with girders on floors.			
Where Fitted.	Length.	Water Capacity.		Where Fitted.	Length.	Water Capacity.	
Double bottom, aft,		Tons.		Fore peak tank,			
Double bottom, under Engines and Boilers,				After peak tank,			
Double bottom, under Engines only,				Deep tank, aft,			
Double bottom, under Boilers only,				Deep tank, forward,			
Double bottom, forward,				Other tanks, if fitted,			
				(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			

Order for Special Survey No. **44**

Date **25th May 1915**

No. **439** in builder's yard.

Days of Survey **1915-SEPT. 10, 20, 23, 30 OCT. 6, 12, 22, 27, NOV. 3, 8, 10, 17, 19, 23, 26, DEC. 2, 9, 16, 23, 30**

Days of Survey held while building **1916-JAN. 5, 11, 14, 24, 28, FEB. 1, 7, 11, 16, 18, 28, MARCH 9, 20, 23, 27, 30, APRIL 1, 6, 13, 17, 25, 27, MAY 3, 10, 12, 16, 22, 24, 26, 31, JUNE 5, 8, 12, 17, 20, 22, 26, 28, JULY 1, 6, 12, 20, 27, 31, AUG. 7, 15, 23, 30 SEPT. 5, 8, 13, 15, 18, 21, 25, 27, 29, OCT. 2, 4, 10, 13, 16, 21, 23, 27, 31**

Total No. of Visits **88**

Surveyor's Signature

James Butler

Boys Register Foundation