

**Awning or Shelter Deck,
or Pt. Awning Deck.**

STEEL STEAMER.

No. 2069

State if Report is also sent on the Machinery of the Vessel *yes*

Port of *Baltimore* Date of completion of Report *4 April* Received at London Office *24 APR 1917*
Survey held at *Sparrow Point* Date, First Survey *18 Feb 1916* Last Survey *27 March 1917*

On the (State if Single, Twin, or Triple Screw) *Twin Screw Steamer* "JAMES MCGEE" Rig *3 Mast Schooner*

TONNAGE under *8029.63* CLASS *100 ALL LONGITUDINAL FRAMING* FEET.
Do. between Tonnage Dk. and *24 24.06* Breadth (greatest moulded) *68.13*

Total under Upper Dk. *10433.69* Depth, at middle of length from top of keel to top of *38.0*
Do. of Poop beams at side of uppermost Continuous Deck *30.50*

Do. of R. Qr. Dk. Deduct height of 'tween deck when this does not exceed 8ft. *30.50*
Do. of Bridge House Transverse Number *98.5*

Do. of Forecastle Length on deck from fore part of stem to after part of *500.0*
Do. of Houses on Deck *243.85* sternpost Longitudinal Number *49250*

Do. of excess of Hatchways Depth "d" at middle of length. See Secs. 2 & 13 *13.15*
Do. above Crown of Engine Room Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *13.15*

Gross Tonnage *10677.54* Depth "d" at middle of length. See Secs. 2 & 13 *13.15*
Less Crew Space Less above Crown of Engine Room *2561.84*
TONNAGE FOR FEES *10677.54* Upper Deck at side to top of keel *13.15*
Less Engine Room
Less Navigation Spaces

Register Tonnage *8115* Destined Voyage *Newport News* If Surveyed while Building, Afloat, or in Dry Dock *yes*

Master *G. Haines*
Year of Appointment (1) As Master in service of owner of present vessel: 1917 (2) As Master of this vessel: 1917

Built at *Sparrow Pt. Md.*
When built *1917* Launched *21 Feb 1917*

By whom built *Bethlehem Steel Co. Maryland, B. plant*
Owners *Standard Oil Co. N.J.*

Managers *0*
Residence *26 Broadway New York*
Port belonging to *Bayonne N.J.*

LENGTH on Deck as per Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL Do.	Top of Floors to top of Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
<i>500</i>	<i>0</i>		<i>68</i>	<i>0</i>		<i>38.0</i>	<i>38.9</i>	<i>0</i>	<i>0</i>	<i>3</i>	<i>3</i>

Dimensions of Ship per Register, Length *499.1* breadth *68.2* depth *38.0* Upper Deck. Moulded depth, ft. *38* ins. *0* To Shelter Dk. Round up of Uppermost Dk. Beam, Actual *14* ins

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	PILLARS.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
FRAME, Angles, <i>IN SET PEAK</i>						PILLARS, In 'tween Deck, size and spacing					
Do. in peak <i>Do. in way of Double Bottoms at Solid Floors</i>						" " 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 AND STRINGERS.					
" length to collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above					
" of Frames from centre to centre in peaks						floors, Through Plate, or Intercoastal Plate					
REVERSED FRAME, Angles						Rider Plate					
Do. in way of Double bottoms at Solid Floors						" Flat Keel Plate Angles					
" " at intermdt. Bkts.						" Horizontal Plates on Floors					
FRAMING, depth of girder						" Angles or Bulb Angles					
FLOORS, depth and thickness of Floor Plate						SIDE KEELSONS, Number					
at mid-line for $\frac{3}{8}$ 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 $\frac{3}{8}$ the half-bdth. 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 and bottom)						" Attached to outside plating with Angle					
" spacing of Solid						SIDE STRINGERS, Number					
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss						" Angle					
" Angles, Top						" Intercoastal Plate, for lng					
" Bottom DOUBLE						" Attached to outside plating with Angle					
TRANSVERSES						Awning or Shelter Deck Stringer Plates, breadth and thickness					
to Floor SINGLE						" Angle on ditto					
Brackets at intermdt. frmg., wdth & thknss						" Tie Plates, fore and aft, outside Hatchways					
SIDE GIRDERS, number and thickness						" Deck * <i>Steel</i> for <i>Full</i> lng.					
" state if flanged (top & bottom)						" Deck. Material & thickness <i>steel</i> and as approved					
" Angles <i>SINGLE TO SHELL DOVABLE ON TOP</i>						Upper Deck Stringer Plate, breadth and thickness					
MARGIN PLATE, depth (exclusive of flange) and thickness						" Angles on ditto, No. <i>one</i>					
" Angles to outside plating						" Tie Plates, outside Hatchways					
" to floors						" Deck * <i>Steel</i> for <i>Full</i> lng.					
Brackets at intermdt. frmg., wdth & thknss						" Wood Deck. Material & thickness					
Height of Brackets above at bilge						Second Deck Stringer Plates, br'dth & thckn's					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" Angles on ditto, No. <i>one</i>					
" thickness in Engine and Boiler space						" Tie Plates, outside Hatchways					
" Remainder in <i>Eng. Room</i>						" Deck * Material and thickness <i>steel</i>					
BEAMS, Awning or Shelter Dk. Single Angle, Bulb Angle, Plate, Tee Bulb or Channel						Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness					
" Spacing						" Angles on ditto, No.					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel						" Tie Plates, outside Hatchways					
" Spacing						" Deck. Material and thickness					
BEAMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel						Poop Deck Stringer Plate, breadth & thickness					
" Angles on upper edge						" Angles on ditto					
" Spacing						" Tie Plates					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel						" Deck. Material and thickness					
" Angles on upper edge						Bridge Deck Stringer Plate, br'dth & thickness					
" Spacing						" Angle on ditto					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel						" Tie Plates					
" Angles on upper edge						" Deck. Material and thickness					
" Spacing						Forecastle Deck Stringer Plate, br'dth & th'kns					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel						" Angle on ditto					
" Angles on upper edge						" Tie Plates					
" Spacing						" Deck. Material and thickness					

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.

Vertical depth at middle of length 38.3
See fullboard report

W 986-0047

[illegible]

Form No. 1B.

Coop and mechanical tests witnessed at Chester Pa. by J. H. Lockett & W. Craig.

EQUIPMENT No. 2440 LETTER #7										ANCHORS.									
Number of Certificate.		Anchors.		Weight, Ex. Stock		Weight of Stock		Test, per Certificate.		Weight Req. by Table 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.			
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Owts.	qrs.	lbs.					
3239	1st Power	93	1	6	Stalled	64	10	0	0	90	0	0	Baldwin	0°	0°	Cleat, Pa. 1/10/18	Kellogg		
3463	2nd "	75	2	19	21	0	23	56	10	0	0	72	0	0	"	0°	0° 27/16/17 Craig		
3495	3rd "	64	3	23	16	0	8	51	0	0	0	62	0	0	"	0°	0° 1/11/16 Craig		
	Collective weight	233	3	20								224	0	0					
3349	Stream	28	2	8	9	0	2	27	11	3	14	26	2	0	Common	0°	0° 1/10/16 Craig		
3374	Kedge	13	1	16	4	1	14	15	1	2	7	13	0	0	"	0°	0° 1/10/16 Craig		

CHAIN CABLES.										HAWSERS AND WARPS.													
Number of Certificate.		Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms 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 Towsline.		Fathoms and size per Table 31.	
		Length.	Diam.	Status.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.	Ins.						Faths.	Ins.	Length.	Ins.	Tons.	Faths.	Ins.	
170		150	2 1/2	120%	149 1/2	583-2-5					Stud Standard Chain	Columbus Co. N.Y.	0°	0°	0° 1/10/16	TOWLINE	130	5 1/2	100	8	100	8	
162		150	2 1/2	120%	149 1/2	548-0-14	1000-0-0	300	2 1/2		Stud	"	0°	0°	0° 1/10/16	HAWSEWS & WARPS	100	8	100	8	100	8	
		120	5	✓	73	✓	✓	120	5 1/2	S.M.	J.A. Callaghan	Linton	29/1/16				100	8	100	8	100	8	

Boats 4 lifeboats and 4 work boats Steering Gear, Steam Hyde Hudlass Co's Steering Gear, Hand Hyde Hudlass Co's
Pumps, Number 2 vessels steam pumps Diameter of Barrel State whether they are in efficient working order ✓
Windlass of steam by Hyde Hudlass Co's Capstan of steam by Hyde Hudlass Co's
Engine Room Skylights.—How constructed? Steel plates & angles What arrangements for deadlights in bad weather? Jello Eyes
Coal Bunker Openings.—How constructed? steel plates & angle How are lids secured? clasp tarpaulins Height above deck? 30"
Number of Scupperns, and number and dimensions of Freeing Ports, &c. 11 Scupperns each side
Ceiling in Holds, thickness and material Cargo Battens, thickness and material ✓
OIL Hatchways.—How formed? Steel plates & angles, with steel plate covers Hatches, If strong and efficient? ✓
State size No. 1 Hatch (Forward) P.S. 6'0" x 4'0" No. 2 Hatch P.S. 6'0" x 4'0" No. 3 Hatch P.S. 6'0" x 4'0" No. 4 Hatch P.S. 6'0" x 4'0"
Number of Web Plates, Shifting Beams and Fene and Afters to each Hatch M'S. 6'7.8.9*10 Battles P.S. 6'0" x 4'0"
No. of Breasthooks at rail longitudinal No. of Crutches atop floors
Bulwarks, height above deck and description Open aft + staunchness 5'3" high Main Rail and Stays, material and size ✓
The foregoing is a correct description of THE STEEL COMPANY Surveyor's Signature David Millar
Builder's Signature (here only) by S. D. Anderson Manager Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case Reference should be made in any correspondence connected with the case M 23/11/16.
13/4/16. 14/2/16. 16/2/16. 15/2/16. 1/5/16
Workmanship. Are the butts of plating planed or otherwise fitted? yes where practicable
Is the riveted work properly closed? yes
Are the liners between the frames and plates solid single pieces? yes Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? yes
from the faying surfaces? yes Are the rivet holes well and sufficiently countersunk in the plate and punched Do any rivets break into or through the seams or butts of the plating? a few
Are the butts of Plating, Stringers, &c., properly shifted and strapped? yes
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 petroleum oil tank vessel has been built in accordance with the Secretary's letters above mentioned, and the plans approved also in accordance with the Society's rules.
The workmanship and material are satisfactory. The oil compartments, the double bottom tanks aft, and the Fore and After Peak tanks have been tested with water and found satisfactory. The oil fuel tanks have been tested with water according to Sec. 9 par. 6 of the rules. The cofferdams all tested with lead of water found satisfactory.
The vessel fitted with wireless telegraphy and submarine signaling apparatus.
The vessel fitted for the burning of oil fuel F.P. above 150° F.
This is a sister ship to Hull N:159 now building
Copies of approved plans at your office.
The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building.
The amount of Entry Fee \$ 25.00 : Fees applied for, 31st Nov 1917
Special Survey Fee.... \$ 1508.01 : Received by me, 19/5 1917
Travelling Expenses, if any \$ 5.00 : NEW YORK 15.55
State whether the Vessel has been built under Special Survey ✓ Longitudinal Framed
I am of opinion this Vessel should be Classed "A" 100A1 carrying petroleum in bulk
With, or without Freeboard, as condition of Class with freeboard
Committee's Minute New York APR 12 1917
Character assigned + 100A1 Shelter dke. with freeboard
note:- fore: Pet. in bulk
Lowl frmg fitted for oil fuel 3.17 SP. above 150°F.
Elec. Light + dmb 3.17
F.D.
Equip. dr 7+
A.C.P.

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.		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.	Ins.	Ins.	Ins.	Ins.	Ins.	
Framing of Plating <i>Chamels</i>																			
Frames in Bridge 'tween Decks...																			
Frames from Uppermost Continuous Deck																			
Framing from Awning, Shelter or Upper Deck to Margin Plate.	No. 1	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	1	6	1 1/2 Rivets 6 Dear	8	7/8	
	" 2	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	"	"	"	8	"	
	" 3	7	3 1/2	38	6	3 1/2	35	7	3 1/2	38	6	3 1/2	35	"	"	"	8	"	
	" 4	7	3 1/2	38	6	3 1/2	35	7	3 1/2	38	6	3 1/2	35	"	"	"	8	"	
	" 5	7	3 1/2	40	7	3 1/2	38	9	3 1/2	40	7	3 1/2	38	"	"	"	8	"	
	" 6	9	3 1/2	40	7	3 1/2	40	9	3 1/2	40	7	3 1/2	40	"	"	1 1/2 for 9 Rivets 6 Dear	10	"	
	" 7	10	3 1/2	40	9	3 1/2	40	10	3 1/2	40	9	3 1/2	40	"	"	"	10	"	
	" 8	10	3 1/2	45	9	3 1/2	40	10	3 1/2	45	9	3 1/2	40	"	"	"	11	"	
	" 9	12	3 1/2	40	9	3 1/2	40	12	3 1/2	40	9	3 1/2	40	"	"	3 1/2 for 9 Rivets 6 Dear	11	"	
	" 10	12	3 1/2	40	12	3 1/2	40	12	3 1/2	40	12	3 1/2	40	"	"	"	11	"	
	" 11	12	3 1/2	40	12	3 1/2	40	12	3 1/2	40	12	3 1/2	40	"	"	"	16	"	
	" 12																		
	" 13																		
	" 14																		
	" 15																		
	" 16																		
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends								
Double Bottoms		Tank Top Longitudinals			Bottom			Amidships			At Ends								
Spacing of Longitudinals		30			30			30			30								
Transverses.																			
In Bridge 'tween Decks	Depth and Thickness	16	40	16	40	16	40	16	40	16	40	16	40	16	40	16	40		
	Face Angles	5	3 1/2	44	5	3 1/2	44	5	3 1/2	44	5	3 1/2	44	5	3 1/2	44	5		
	Lugs to Shell	3 1/2	3	44	3 1/2	3	44	3 1/2	3	44	3 1/2	3	44	3 1/2	3	44	3 1/2		
In Awning, Shelter or Upper 'tween Decks.	Depth and Thickness	18	40	18	40	18	40	18	40	18	40	18	40	18	40	18	40		
	Face Angles	5	3 1/2	40	5	3 1/2	40	5	3 1/2	40	5	3 1/2	40	5	3 1/2	40	5		
	Lugs to Shell	6	6	44	6	6	44	6	6	44	6	6	44	6	6	44	6		
In Hold.	Depth and Thickness	33	50	33	50	33	50	33	50	33	50	33	50	33	50	33	50		
	Face Angles	6	3 1/2	56	6	3 1/2	56	6	3 1/2	56	6	3 1/2	56	6	3 1/2	56	6		
	Lugs to Shell	6	6	50	6	6	50	6	6	50	6	6	50	6	6	50	6		
Brackets		44																	
Spacing of Transverse Frames		Transverses spaced 9' 4" apart and as approved plans at ends																	
* State if joggled or liners.																			
Longitudinal Beams of	Bridge Deck																		
	Awg. or Shltr. Dk.	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6		
	Upper	7	3 1/2	35	7	3 1/2	35	7	3 1/2	35	7	3 1/2	35	7	3 1/2	35	7		
	Second	7	3 1/2	45	7	3 1/2	45	7	3 1/2	45	7	3 1/2	45	7	3 1/2	45	7		
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.

50, 12, 15, T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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 it should appear in the Register Book) *2 decks steel, and shelter, all steel. Not framed Longitudinal Framing.*
 Official No. *214 816*; Signal Letters *L. G. S. P.* State if Machinery is fitted aft *yes*
 How are the surfaces preserved from oxidation? Inside *Paint, camels bitumen* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors *cell I.B. aft*

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, under oil fuel tank aft	17	74	Fore peak tank,		
Double bottom, under Engines and Boilers,	67.5	201	After peak tank,		24.4
Double bottom, if under Engines only,			Deep tank, aft,		10.8
Double bottom, if 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 *yes*

Order for Special Survey No. *32*

Date *13 Nov 1915*

No. *158* in builder's yard.

DATES OF SURVEYS held while building

1914
 FEB 18, 29, MAR 3, 10, 11, 14, 20, 28, APR 4, 10, 14, 26, MAY 5, 10, 15, 26, JUNE 5, 8, 12, JULY 11, 18, 25, 27, 31,
 AUG 4, 9, 18, 22, 28, 29, 30, SEP 5, 8, 11, 14, 15, 22, OCT 6, 10, 16, 24, 31, NOV 2, 6, 7, 9, 11, 17, 21, 24, DEC 4, 8, 12,
1917
 14, 16, 18, 21, 26, 29, JAN 5, 10, 15, 18, 24, 24, FEB 1, 3, 10, 13, 16, 19, MAR 1, 5, 6, 13, 19, 21, 22, 23, 26, 27.

Total No. of Visits *82*

Surveyor's Signature

David Miller
 Lloyd's Register Foundation