

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

Survey held at NEW ORLEANS LA. Date First Survey 28<sup>TH</sup> OCTOBER 1940 Last Survey 19<sup>TH</sup> DECEMBER 1940

State Type (Full Scantling, Complete Superstructure) FULL SCANTLING State Type of Erections POOP & FCL

Tonnage Deck...)	FEET.	Launched ?	Yard No. 147
Do of engine or engines)	102.5		
Length from fore part of stem to after part of stern)			

Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of mainmast to foremast post on summer L.W.L. See Sec. 3 (1a) 202.50 SHIPPING BOARD No 223.

330.00 Builders MOORE S.B. Co

**Total** ..... **Breadth** (greatest moulded) ..... B 23.0  
**Depth**, at middle of length from top of keel to top ) 21.6 / 21.8 100mmKOR / P.

Gross Tonnage 6085.05 of beam at side of uppermost continuous deck. See Sec. 3 (1c) ..... } D 34.5 Owners LOCHINTAR L

Register Tonnage 4391 1st Longitudinal Number (L x D)..... = 13886 ✓ Managers MUNGO CAMPBELL & Co  
(Where necessary to be entered in Reg. Book.)

2nd Numeral  $L \times (B + D) \dots\dots\dots = 35219^v$

REGISTERED DIMENSIONS.	Framing Depth "d," at middle of length. See Sec. 3 (1d)	REMARKS
FEET.		
		Part of Bridge Classed

402.6

Proportions—Depth to Length—Uppermost continuous deck to top of keel ..... } 11.66 ✓

Port of Registry 9-4546W

If assumed while building affect on in dry dock

h	53.0	Do.	Long Bridge to top of keel	✓	If surveyed while building, afloat, or in dry dock
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32.2 Draught Moulded ..... 26-3/2 HELOAT AND IN DRYDOCK.

	Any Departure from	
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	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
<b>S, Spacing amidships</b> .....				
" from $\frac{3}{8}$ length amidships to } Collision bulkhead.....}				
" in peaks.....				
<b>PLATING.</b>				
<b>Amidships</b> , Angle, [ or [ .....				
" Extends up to .....				
<b>ed Frame Amidships</b> , Angle .....				
" Extends up to...				
<b>of Framing Girder</b> .....				
<b>s in Uppermost Continuous 'tween }</b> <b>Decks</b> , Angle, [ or [ .....				
" <b>Second 'tween Decks</b> , Angle, [ or [ .....				
" <b>Third</b> " " " " .....				
" <b>from 1 len. for'd. to 15 len. from }</b> <b>Stem</b> .....				
" <b>in Peaks</b> , Angle, [ or [ .....				
" <b>er and Spacing of Rivets through }</b> <b>Frame and Shell Plating amid-</b> <b>ships</b> .....				
<b>Frame Joggled</b> .....				
" <b>scantlings and arrangements in the }</b> <b>ing Area</b> in accordance with the Rules <b>as approved?</b> .....				
" <b>scantlings and arrangements in way }</b> <b>Bottom Forward</b> in accordance with <b>es and/or as approved?</b> .....				
<b>OTTOM.</b>				
" <b>Depth and thickness at mid-line in }</b> <b>Holds</b> .....				
" <b>Height of Brackets at side above }</b> <b>base line at toe of frame</b> .....				
" <b>Line Keelson</b> , on Floors, Angles, { [ or [ .....				
" " Through Plate or } Intercostal Plate...}				
" " Foundation Plate on } Floors .....				
" " Flat Plate Keel Angles .....				
" <b>sons</b> , No. each side .....				
" thickness of Intercostal Plate...				
" Angles .....				
<b>DOUBLE BOTTOM.</b>				
" <b>Solid Floors</b> , thickness and spacing .....				
" " Are Frame and Reversed Frame } joggled?.....}				
" <b>Bracket Floors</b> , breadth and thickness at } middle line.....}				
" " breadth and thickness at } margin plate.....}				
<b>Bracket Floors</b> , Frame .....				
" " Reversed Frame .....				
" " Vertical Struts .....				
<b>Centre Girder</b> , depth and thickness amidships .....				
" " top Angle.....				
" " bottom Angles .....				
<b>Side Girders</b> , No. each side and thickness .....				
<b>Margin Plate</b> depth (excl. of flange) and } thickness .....				
" " Vertical Angle to Tank side } Bracket abaft $\frac{1}{4}$ len. from } stem .....				
" " Vertical Angle to Tank side } Bracket from forward $\frac{1}{4}$ len. } from stem to Panting Area .....				
" " Gussets, spacing and scantling } abaft $\frac{1}{4}$ len. from stem.....}				
" " Gussets, spacing and scantling } from forward $\frac{1}{4}$ len. from stem } to Panting Area.....}				
<b>Tank Side Brackets</b> , height above base line } at toe of Frame and thickness }				
<b>INNER BOTTOM PLATING.</b>				
" <b>Breadth and thickness of Middle Line Strake</b> ...				
" <b>Thickness of remainder in Holds</b> .....				
" <b>Are Rule requirements complied with regarding }</b> <b>increases of scantlings in way of double }</b> <b>bottom in E. &amp; B. space and framing in }</b> <b>Bunkers and Boiler Room?</b> .....}				
<b>BEAMS.</b>				
" <b>Uppermost Continuous Deck</b> , amidships } in Wells, Angle, [ or [ }				
" " in way of Bridge, Angle, } [ or [ .....				
" <b>Spacing</b> .....				
" <b>Second Deck</b> , amidships, Angle, [ or [ .....				
" <b>Spacing</b> .....				
" <b>Third Deck</b> , amidships, Angle, [ or [ .....				
" <b>Spacing</b> .....				
" <b>Fourth Deck</b> , amidships, Angle, [ or [ .....				
" <b>Spacing</b> .....				
" <b>Poop Deck</b> , Angle, [ or [ .....				
" <b>TRANS.</b> 12x38 6x3x38L				
" <b>Spacing</b> .....				
" <b>Bridge Deck</b> , Angle, [ or [ .....				
" <b>Spacing</b> .....				
" <b>Forecastle Deck</b> , Angle, [ or [ .....				
" <b>TRANS.</b> 12x38 6x3x38L				
" <b>Spacing</b> .....				



PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
<b>PILLARS, No. of Rows.....</b>	ONE ROW OF		
" in 'tween Decks, Size and Spacing.....	WIDELY SPACED		
" " " " " "	II PILLARS		
" in Holds " " " "	ON 2 WITH		
" " " " " "	ADDITIONAL		
<b>Centre Line Bulkhead.</b>			
Stiffeners and Spacing.....	PILLAR AT MID LENGTH OF MAIN HATCHWAYS		
Plating, thickness of .....			
<b>STRINGERS AND DECKS.</b>			
<b>Uppermost Continuous Deck.</b>			
Stringer Plate, breadth and thickness in Wells	56 x 56	✓	
" " " " " in way of Bridge	✓		
" Angle in Wells .....	5 x 5 = 58	✓	
Thickness of Plating abreast Deck openings in way of Wells .....	40	✓	
Thickness of Plating abreast Deck openings in way of Bridge .....	✓		
Thickness of Plating within line of openings...	40	✓	
If Sheathed, material and thickness .....	✓		
<b>Second Deck.</b>			
Stringer Plate, breadth and thickness in Wells...	60 x 34	✓	
Stringer Plate, breadth and thickness in way of Bridge .....	✓		
Thickness of Plating abreast Deck openings in way of Wells .....	34	✓	
Thickness of Plating abreast Deck openings in way of Bridge .....	✓		
Thickness of Plating within line of openings...	34	✓	
If Sheathed, material and thickness .....	✓		
<b>Third Deck.</b>			
Stringer Plate, breadth and thickness .....	34	✓	
If Plated, state thickness.....			
<b>Fourth Deck.</b>			
Stringer Plate, breadth and thickness .....	34	✓	
If Plated, state thickness .....			
<b>Poof Deck.</b>			
Stringer Plate, breadth and thickness .....	32	✓	
Plating, Sheathing, material and thickness .....	32	✓	
<b>Bridge Deck.</b>			
Stringer Plate, breadth and thickness.....	✓		
Plating, Sheathing, material and thickness .....	✓		
<b>Forecastle Deck.</b>			
Stringer Plate, breadth and thickness.....	41 x 36	✓	
Plating, Sheathing, material and thickness .....	32	✓	

SHELL PLATING.														
SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No								
	AMIDSHIPS.		FORWARD.			SINGLE OR DOUBLE.	RIVETS.		No. of Rows of Rivets.	BUTTS.				
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.						
FLAT PLATE KEEL .....	47	92	66	66	✓	DOUBLE	1 1/8	4 1/2	4-3	3	1 1/8	4 1/2	LAPPED.	
" DBLG. (if any) .....	✓					✓							DOUBLE STRAPS	
BOTTOM PLATING, No. of Strakes .....	64	58	58	44	✓	DOUBLE	7/8	3 1/2	3	✓	7/8	3 1/2	LAPPED	
BILGE PLATING, No. of Strakes .....	94	58	44	44	✓	2	7/8	3 1/2	3	✓	7/8	3 1/2	Do	
SIDE PLATING, No. of Strakes .....	87	60	44	44	✓	Do	7/8	3 1/2	3	✓	7/8	3 1/2	Do	
UPPER DECK, Sheer-strake in Wells.....	57	72	44	44	✓	Do	1	4	4-3	✓	1	4	Do	
UPPER DECK, Sheer-strake in Bridge .....	✓	41 on shell up												
STRAKE BELOW SHEER-strake in Wells.....	70	64	44	44	✓	DOUBLE	7/8	3 1/2	4-3	✓	7/8	3 1/2	Do	
STRAKE BELOW SHEER-strake in Bridge .....	✓													
POOF SIDE PLATING .....			38	✓		SINGLE	3/4	3	2	✓	3/4	2 5/8	Do	
BRIDGE SIDE PLATING .....	✓													
FORECASTLE SIDE PLATING .....		40	✓			SINGLE	3/4	3	2	✓	3/4	2 5/8	Do	
WATERTIGHT BULKHEADS.										FORGINGS and CASTINGS.				
Total No. of W.T. BULKHEADS in Vessel—										Casting or Forging.				
Extending to Upper Deck (Sec. 3 c) 6										Scantlings.				
" Deck next below 1 MT fwd bulk										Maker's Name.				
As per Rule 6										Any Departure from Approved Plans to be Noted.				
STIFFENERS.										KEEL, Bar .....				
VERTICAL.										STEM .....				
SCANTLING.										STERN FRAME { Propeller Post .....				
SPACING.										" { Rudder " .....				
SCANTLING.										Speed of Vessel.....				
SPACING.										RUDDER-Type.....				
MIDSHIP BULKHEAD, Upper 'tween decks										" A x D .....				
" Second " .....										" Diam. of head .....				
" Third " .....										" Mainpiece at top pintle .....				
" Holds .....										" heel .....				
COLLISION " (in Hold) .....										" how constructed .....				
AFTER PEAK " .....										" double or single plate .....				
										" coupling, vertical or .....				
										" horizontal .....				
Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) .....														
STEEL.														
Has the Steel been tested as required by the Rules? .....														

EQUIPMENT No. 35969										LETTER Z										ANCHORS.									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 53.		Description of Anchor.		Makers.		Where and when tested and Superintendent.													
1st Bower	70	1	2	✓	53	17	2	0	✓	63 1/2	✓	ADMIRAL STOCKLESS	BALDT (?)	TESTED BY AMERICAN BUREAU	18.3.19	SAN FRANCISCO CAL.	Do												
2nd "	68	3	2	✓	53	1	3	14	✓	63 1/2	✓	Do		Do			Do												
3rd "	62	0	10	✓	49	10	0	0	✓	55 1/2	✓	Do		Do			Do												
Collective weight.	201	0	14	✓	26	11	1	0	✓	182	✓	STOCKLESS		Do			Do												
Stream	27	0	26	✓	26	11	1	0	✓	182	✓	STOCKLESS		Do			Do												
KEEL	10	1	2	✓	26	11	1	0	✓	182	✓	STOCKLESS		Do			Do												
CHAIN CABLES.										CABLES AND WARPS.																			
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 53.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.													
68205	210	2 1/4	9 1/8	12 1/2	534	2	16	682 1/4	270	2 1/4	STUD LINK	J. GREEN	NETHERTON	13.3.19	2nd Drin	TOWLINE	120												
468A	60	2 1/4	9 1/8	12 1/2	170	2	26	104.1.14			STUD LINK	THE AMERICAN COLUMBUS CHAIN CO	25.3.19	Yank. Station	HAWSEERS & WARPS	2@100													
Iron Stream	90	4 3/4							90	4 3/4							4@100												
Chain of Steel Wire																	4@100												
Steering Gear, Type (Power or hand) STEAM (AMERICAN ENGINEER) Alternative Means of Steering HAND (INSIDE POOF SPACE)																													
Steering Chains (Size and Test) TELEOTOR Windlass STEAM (PAC. CAR & FOUNDRY CO) Boats 4 @ 24' x 8' x 3' 1/2" STEEL 40 PERSONS.																													
Ceiling in Holds, thickness and material 2 1/2" on 3 1/2" BATTENS W.P. Cargo Battens, thickness, material and spacing 6" x 1 1/4" PINE 12" CENTRES																													
Cargo Hatchways. (Upper Deck) 33" x 50" STEEL COAMINGS Thickness of Hatches 3"																													
Size of Hatchways No. 1 (Fwd.) 36'8" x 20'0" No. 2 36'8" x 20'0" No. 3 8'0" x 20'0" No. 4 36'8" x 20'0" No. 5 33'0" x 20'0" No. 6																													
Number of Shifting Beams and/or Fore and Afters 6 6 1 6 5																													
Builder's Signature																													
GENERAL DECLARATION. It should be stated (a) whether the vessel (if not a motorship) is fitted for the carriage and burning of oil used as fuel YES																													
(b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo NO The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point (where required to be inserted in the Notation).																													
Oil Fuel, flash point above 150°F, for burning is carried in the Fore Peak Tank, Deep Tank, and all double bottom tanks except under the engines and boilers.																													
This vessel was built in 1919 to the + A1 (E) with Lieboard class of the American Bureau of Shipping. One of a group of similar vessels built by the same firm for United States Shipping Board, she was laid up from Jan. 30th 1925 till Aug. 27th 1929, Jan. 29th 1930 till Sept. 10th 1930 and from Dec. 10th 1935 till Oct. 26th 1940 in the Mississippi River. During each 'laid-up' period she was kept clean, oiled & painted by a competent group of men. On Oct. 26th 1940 she was towed to Messrs. T. Johnson's Repair Yard at New Orleans, having been purchased by the British Ministry of Shipping.																													
This vessel has now been examined in accordance with Requirements of the Rules for a vessel not built under Survey with the exception of the Shell Plating which																													
The amount of Entry Fee .....										Fees applied for, (Special notations, where part of class, to be stated.)																			
Special Survey Fee .....										Received by me, I am of opinion the Vessel should be Classed 100 A1																			
Travelling Expenses, if any .....										"LONGITUDINAL FRAMING"																			
State whether the Vessel has been built under Special Survey No										Signature J. Rennie & J. A. Laing																			
Certificate to be sent to HUNTS CAMPBELL & CO. Date of Issue 12/11/41										Surveyor to Lloyd's Register of Shipping.																			
Committee's Minute										NEW YORK JAN 15 1941																			
Character assigned 100A1 (Classification contemplated)										Examined 12.40.																			
										NOTE - Long. framing equalized, etc. 7.																			
										L.M.C. 12.40. - T.P. (CL) 12.40.																			
										Subject 'H' & See Gal. 447																			
										Lloyd's Register Foundation																			



GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

has been postponed. Double bottom, deep and peak tanks have been satisfactorily watertested. Windlass, steering gear and watertight doors have been tested. For extent of survey please see Report 8.

The materials and workmanship appear to be good.

SISTER VESSELS. NARCISSUS, NARBO, MURSA, MOSELLA, TALAPA all American Bureau Class  
SIMILAR VESSEL FRESNO

The following plans (photostat copies) are being sent under separate cover.

MIDSHIP SECTION  
SHELL EXPANSION { FORD.  
AFT.  
RUDDER & STERN FRAME  
CAPACITY PLAN  
GENERAL ARRGT.

PARTICULARS OF ELECTRIC WELDING (if employed)

Only a few fittings electrically welded.

SPECIAL NOTATIONS:—Either as part of the vessel's class or for record in the Register Book

LONGITUDINAL FRAMING. ✓

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

1st Bower

2nd "

3rd "

NOT AVAILABLE

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34.0 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 38.5

(in feet and tenths). When the Poop or Forecastle are joined to the B.D., this should be distinctly stated.

Official No. 220794

Signal Letters MBTS

Extreme Breadth over Belting ✓  
(Circ. 1611)

Over-all Length 416.6"  
(Circ. 1703)

No. and Material of Decks

Parts of Bottom of Vessel coated with cement or approved composition

AFTER PEAK, DOUBLE BOTTOM F.W. TANK AND DRAIN WELLS

COATED WITH CEMENT

Tank v. Boilers

Particulars of composition (if fitted) and of approval ✓

PARTICULARS OF WATER BALLAST:—(Comprising all tanks which may be used for Water Ballast. (Circ. 1284)  
Wells are not to be included in the lengths of the tanks, but Cofferdams and Dry Tanks (if tested) are to be included.)

Where Fitted.	Length.	Water Capacity.	Where Fitted.	Length.	Water Capacity.	
	Feet.	Tons.		Feet.	Tons.	
Double bottom, aft,	127.6	126.5	433.6	Fore peak tank,	22.0	73.40
Double bottom, under Engines and Boilers,	50.0	50.0	206.0	After peak tank,	17.0	48.40
Double bottom, if under Engines only,		✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,		✓		Deep tank, forward,	30.0	546.0
Double bottom, forward,	171.5	171.0	647.2	Other tanks, if fitted,	✓	42.0
Total length (if continuous) and Capacity	349.1	347.5	1286.8	SETTLING TANK	✓	
				(If necessary, furnish further information by sketch.)		

Order for Special Survey No.

Date.

Dates of Surveys held while building

1940. OCT 28, 29, 31 NOV 1, 7, 12, 18, DEC 3, 4, 7, 10, 19

Lloyd's Register  
Foundation

Total No. of Visits 12