

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

Date of completion of report September 11th 1919 Port of Philadelphia Pa. No. 3425
Survey held at Gloucester, N.J. Date, First Survey Sept 5th 1918 Last Survey September 5th 1919
Single Screw Steamer "Sharon" Rig On Mast (No Sails)

On the (State if Single, Twin, or Triple Screw)
TONNAGE under 4422.82
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk.
Do. of Poop
Do. of R.Q.Dk.
Do. of Bridge House
Do. of Forecastle
Do. of Houses on Dk.
Do. of excess of Hatchways
Do. above Crown of Engine Room...
Gross Tonnage 4936.21
Less Crew Space
Less above Crown of Engine Room...
TONNAGE FOR FEES...
Less Engine Room
Less Navigation Spaces

CLASS +100 A1
Carrying 1000 in Bulk. Long & Framing.
Breadth (greatest moulded) 50.45
Depth, at middle of length from top of keel to top of upper deck beams at side... 31.25
Transverse Number 82
Length on deck from fore part of stem to after part of stern post 365
Longitudinal Number 29930
Depth "d," at middle of length (See Secs. 2 & 13) 11.68
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 11.68
Long Bridge Deck Beam at side to top of keel

Master W.A. McGinn
Year of appointment (1) As Master in service of owner of present vessel—191 (2) As Master of this vessel—191
Built at Gloucester City, N.J.
When built 1919 Launched May 24th 1919
By whom built Ray & Jones Co., Gloucester N.J.
Owners U.S. Shipping Board, U.S. Fleet Corporation
Managers InterOcean Navigation Co., Washington, D.C.
Residence Washington, D.C.
Port belonging to Gloucester City, N.J. U.S.A.

Destined Voyage Mediterranean If Surveyed while Building, Afloat, or in Dry Dock White Blk.

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
On Deck	365	Moulded	50	9	Top of Floors to top of Upper Dk. Beams	27	2	2
Rule					Do. do. do. do. Second Dk. Beams	19	5	2
Moulded depth, ft. <u>38.9</u> ins. To Bridge Dk. Round of Upper Dk. Beam, Actual <u>12</u> ins.						Moulded depth, ft. <u>31.3</u> ins. To Upper Dk.		

FRAMING.				PILLARS.			
Angles, or C or L Bars amidships	Longitudinal System	Inches in Ship	Inches per Rule Or as Approved	PILLARS In 'tween Deck, size and spacing	Inches in Ship	Inches Spacing in Ship	Inches per Rule Or as Approved
peaks	See Chart No. 4			" Hold			
way of Double Bottoms at Solid Floors	3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Quarter 'tween Dks.,			
" at intermdt. Bkts.	Longitudinal Framing			" in Hold			
of Frames from centre to centre amidships	26' 4" Peak 26' 4" Peak			KEELSONS & STRINGERS.			
" length to Collision bulkhead	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" in peaks	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Rider Plate			
SED FRAME, Angles	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Flat Plate Keel Angles			
way of Double Bottoms at Solid Floors	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Horizontal Plates on Floors			
" at intermdt. Bkts.	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angles or Bulb Angles			
NG, depth of girder	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			SIDE KEELSONS, Number			
S, depth and thickness of Floor Plate	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angles or Bulb Angles			
at mid-line for 1/2 length amidships	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Plate above floors, for length			
way of Engine and Boiler Spaces	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Intercoastal Plate, for length			
thickness at the ends of vessel	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Attached to outside Plating with Angle			
epth at 1/2 the half breadth, as per Rule	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			BILGE KEELSON, Angles			
eight extended at the Bilges	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Intercoastal Plate for length			
IS in Cell. Double Bottoms	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Attached to outside Plating with Angle			
state if flanged (top & bottom)	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			SIDE STRINGERS, Number			
Spacing of Solid floors	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angle			
IE GIRDER, in Dbl. bottom, dpth. & thickness	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Intercoastal Plate, for length			
" Angles, Top	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Attached to outside plating with Angle			
" Bottom	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	60 1/4 22 60 1/4 22		
" to Floors	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" br'dth & thickness (in way of Bridge)	60 1/4 26 1 60 1/4 26 1		
Brackets at intermdt. frmg., width & thkness	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angle (clear of Bridge)	5 1/2 x 14 3 5 1/2 x 14 3		
GIRDERS, number on each side & thickness	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Tie Plate at sides of Hatchways	15 5 15 5		
" state if flanged (top and bottom)	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Deck, * Iron or Steel, for full length	15 5 15 5		
" Angles (top and bottom)	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Thickness (clear of Bridge)	15 5 15 5		
" to Floors	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" (in way of Bridge)	15 5 15 5		
IN PLATE, depth (exclusive of flange) and thickness	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Wood Deck, Material & thickness	63 14 1 63 14 1		
" Angle to Outside Plating	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			Second Deck Stringer Plate, br'dth & thickness	5 1/2 x 14 3 5 1/2 x 14 3		
" Floors	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angles on ditto, No.	15 5 15 5		
Brackets at intermdt. frmg., width & thkness	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Tie Plates outside Hatchways	15 5 15 5		
Height of Outside Brackets above at bilge	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Deck, * Iron or Steel, for lng.	15 5 15 5		
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Wood Deck, Material & thickness	63 14 1 63 14 1		
" in Engine and Boiler space	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			Third Deck Stringer Plate, br'dth & thickness	5 1/2 x 14 3 5 1/2 x 14 3		
" Remainder in Holds	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angles on ditto, No.	15 5 15 5		
MS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Tie Plates, outside Hatchways	15 5 15 5		
In way of Long Bridge	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Deck, * Material and thickness	15 5 15 5		
Spacing	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			Fourth and Fifth Deck Stringer Plate, breadth & thickness	3 1/2 x 13 9 3 1/2 x 13 9		
MS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angles on ditto, No.	3 1/2 x 13 9 3 1/2 x 13 9		
Spacing	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Tie Plates outside Hatchways	3 1/2 x 13 9 3 1/2 x 13 9		
MS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Deck, Material & thickness	123 123		
Angles on upper edge	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			Bridge Deck Stringer Plate, br'dth & thickness	41 16 3 41 16 3		
Spacing	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angle on ditto	3 1/2 x 3 1/2 98 3 1/2 x 3 1/2 98		
MS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Tie Plates	131 131		
Angles on upper edge	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Deck, Material and thickness Steel	131 131		
Spacing	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			Forecastle Deck Stringer Plate, br'dth & thickness	36 13 9 36 13 9		
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Angle on ditto	3 1/2 x 3 1/2 85 3 1/2 x 3 1/2 85		
Angles on upper edge	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Tie Plates	123 123		
Spacing	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5			" Deck, Material and thickness	123 123		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5						
Angles on upper edge	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5						
Spacing	26' 4" Peak 3 1/2 3 1/2 8.5 3 1/2 3 1/2 8.5						

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

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. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. W.T. BULKHEADS. PLATING. RIVETING. BUTTS. UPPER DECK. SECOND DECK. FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. LOWER MASTS. BOWSPRIT. TOPMASTS, YARDS and Remainder of SPARS. RIGGING, Material and Size, Shrouds. SAILS.

EQUIPMENT No. 31025. LETTER C. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. Particulars of Drop Test of Cast Steel Anchors, viz. — Weight, Surveyor's Initials, Number of Certificate, Date of Test. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps, Number. Windlass is. 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) 9'9" x 15'0". No. 2 Hatch 16'0" x 2'4". No. 3 Hatch 14'0" x 2'4". No. 4 Hatch 14'0" x 2'4". Bulwarks, height above deck and description. The foregoing is a correct description of the vessel. Builder's Signature (not only) J. H. Smith & Co. (Philadelphia) Jts. Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) See letters: 1916 May 13, July 27, Sept 4, Oct 26; 1917 Jan 31, Aug 21, 1917 Aug 21; 1918 Jan 4; 1919 July 12th. Workmanship. Are the butts of plating planed or otherwise fitted? Planed. 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. Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes. Do any rivets break into or through the seams or butts of the plating? A few. 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.) The Steel Barge Steamer has been built in accordance with the approved plans of this ship section & profile as amended. The Secretary's letters of the above dates bearing upon the case, & in all respects as required by the Rules Circulars for the class contemplated. The vessel is a duplicate of the S.S. "Bessemmer" & previous vessels by the same builders, No. 15, Philadelphia First Entry Report No. 3323. All the Oil Tanks, Summer Tank, Fuel Oil Bunkers, Double Bottom Tanks, & Peak Tanks, have been tested as required by the rules, with the various heads of water as laid down therein, & found satisfactory. The vessel is fitted with Wireless Apparatus. CALL LETTERS K.I.R.K. Copies of approved Plans of this ship section, Profile, & Decks enclosed herewith. The approved plans are being retained for use in connection with future sister vessels. The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. S.S. Bessemmer. Report 3323. Freeboard Fee \$50.00. The amount of Entry Fee \$25.00. Special Survey Fee \$740.50. Travelling Expenses, if any £ 50.00. State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed +100 A. V. Carrying Petroleum in Bulk. With or without Freeboard, as condition of Class. Without. Mark point above 150° F. Committee's Minute Character assigned note - axed + 100 A. Ex. to Long prom. J.D. Michy aft. Elec St. Car. Ret. in bulk + Lm. 9.19 Filled for oil fuel 9.19 J.P. above 150° F. John Crockett. Surveyor to Lloyd's Register of Shipping.

GENI

0034 1/2

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.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of $\frac{1}{2}$ x $\frac{1}{2}$ x $\frac{1}{2}$ Channel	6	3 1/2	15	✓	6	3 1/2	15	✓	3/4	4 1/2
Frames in Bridge 'tween Decks...	6	3 1/2	15	✓	6	3 1/2	15	✓	7/8	5 1/4
Frames from Uppermost Continuous Deck	6	3 1/2	15	✓	6	3 1/2	15	✓	7/8	5 1/4
No. 1	6	3 1/2	15	✓	6	3 1/2	15	✓	7/8	5 1/4
" 2	6	3 1/2	15	✓	6	3 1/2	15	✓	7/8	5 1/4
" 3	6	3 1/2	15	✓	6	3 1/2	15	✓	7/8	5 1/4
" 4	7	3 1/4	16 7/8	✓	7	3 1/4	16 7/8	✓	7/8	5 1/4
" 5	7	3 1/4	16 7/8	✓	7	3 1/4	16 7/8	✓	7/8	5 1/4
" 6	8	3 3/2	21 5/8	✓	8	3 3/2	21 5/8	✓	7/8	5 1/4
" 7	8	3 3/2	21 5/8	✓	8	3 3/2	21 5/8	✓	7/8	5 1/4
" 8	8	3 3/2	21 5/8	✓	8	3 3/2	21 5/8	✓	7/8	5 1/4
" 9	10	3 3/2	21 5/8	✓	10	3 3/2	21 5/8	✓	7/8	5 1/4
" 10	10	3 3/2	21 5/8	✓	10	3 3/2	21 5/8	✓	7/8	5 1/4
" 11	12	3 29/32	35	✓	12	3 29/32	35	✓	7/8	5 1/4
" 12	12	3 29/32	35	✓	12	3 29/32	35	✓	7/8	5 1/4
" 13	12	3 29/32	35	✓	12	3 29/32	35	✓	7/8	5 1/4
" 14	12	3 29/32	35	✓	12	3 29/32	35	✓	7/8	5 1/4
Spacing of Longitudinal Frames	30	✓	21	✓	30	✓	21	✓	✓	✓
Double Bottoms	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Spacing of Longitudinals	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Transverses.	15	15 5/8	✓	✓	15	15 5/8	✓	✓	✓	✓
In Bridge	4	3 1/2	10 5/8	✓	4	3 1/2	10 5/8	✓	✓	✓
'tween Decks	3	3	7 1/2	✓	3	3	7 1/2	✓	✓	✓
In Awning, Shelter or Upper 'tween Decks.	4	3 1/2	10 5/8	✓	4	3 1/2	10 5/8	✓	✓	✓
In Hold.	7	3 1/2	19 1/4	✓	7	3 1/2	19 1/4	✓	✓	✓
Spacing of Transverse Frames	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Longitudinal Beams of	6	3 1/2	15	✓	6	3 1/2	15	✓	✓	✓
Bridge Deck	6	3 1/2	15	✓	6	3 1/2	15	✓	✓	✓
Upper	6	3 1/2	15	✓	6	3 1/2	15	✓	✓	✓
Second	6	3 1/2	15	✓	6	3 1/2	15	✓	✓	✓
Third	6	3 1/2	15	✓	6	3 1/2	15	✓	✓	✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 9 1/2 ft., R.Q.D. ✓ ft., Bridge 3 1/4 ft., Forecastle 30 5/8 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *Not Connected.*

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 should appear in the Register Book) *Two Steel Decks.* State if Machinery is fitted aft *Yes.*
Official No. *218617*; Signal Letters *L.S.D.R.* Outside *Paint.*
How are the surfaces preserved from oxidation? Inside *Paint, Cement, Bitumastic Enamel.*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. *Cellular System*

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	19'-8"	153.4
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	8'-8"	32.5
Double bottom, if under Engines only,	85'-0"	80.5	Deep tank, aft,	29'-3"	355.5
Double bottom, if under Boilers only,	16'-6"	54.9	Deep tank, forward,	✓	✓
Double bottom, forward,	✓	✓	Other tanks, if fitted,	✓	✓
Total capacity of double bottom	✓	138.4	(If necessary, furnish further information by sketch.)	✓	✓

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. *134*
Date *3rd March, 1917*
No. *C.6.* in builder's yard.

DATES of Surveys held while building
1918. Sept. 5, 12, 25; Oct. 2, 10, 22, 23; Nov. 1, 15, 27; Dec. 4, 16, 1919. Jan. 3, 7, 22; Feb. 4, 11, 21; March 12, 14, 17, 18, 20, 24, 25, 27, 28, 31; April 1, 3, 7, 11, 14, 17; May 2, 5, 12, 13, 15, 16, 20, 21, 22, 23, 29; June 4, 11, 18, 25; July 1, 3, 14, 15, 16, 17, 22, 27; Aug. 4, 29; Sept. 3, 5.

Total No. of Visits *61*

Surveyor's Signature

John Crockett

Lloyd's Register Foundation