

With or Without  
Disconnected Erections.

STEEL STEAMER.

Received at London Office

TUE. 28 DEC. 1915

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

Date of completion of report *12<sup>th</sup> December 1915* Port of *Cleveland Ohio* No. *57*  
Survey held at *Ashtabula O.* Date, First Survey *19<sup>th</sup> July 1915* Last Survey *23<sup>rd</sup> November 1915*  
On the (State if Single, Twin, or Triple Screw) *Single Screw Steamers* "MORRIS ADLER" Rig *Schooner*.

TONNAGE under  
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  
of Houses on Dk.  
of excess of Hatchways  
above Crown of  
Engine Room ...  
ss Tonnage *2492*  
Crew Space  
above Crown of  
Engine Room ...  
SPACE FOR FEES. *2492*  
Engine Room  
Navigation Spaces

ister Tonnage  
put on Beam ... *1494*

CLASS *+100 A1*  
Breadth (greatest moulded) *43.5*  
Depth at middle of length from top of keel to top of  
upper deck beams at side *27.5*  
Transverse Number *71.0*  
Length on deck from fore part of stem to after part of  
stern post *253.0*  
Longitudinal Number *17963* *18765*  
Depth "d," at middle of length (See Secs. 2 & 13) *24.3*  
Proportions—Depth to Length—Upper Deck Beam at  
side to top of keel *9.2*  
" " Long Bridge Deck  
Beam at side to top of keel *9.2*

Master *✓*  
Year of appointment (1) As Master in service of  
owner of present vessel—191  
(2) As Master of this  
vessel—191  
Built at *Ashtabula Ohio*  
When built *1915* Launched *16 September 1915*  
By whom built *Greathakes Engineering Works*  
Owners *will be met later as per letter from ...*  
Managers *John Spar Skerud*  
(Where necessary to be entered in Reg. Book.)  
Residence *Skien, Norway*  
Port belonging to *Norway*  
*and* *enter on rule.*

Destined Voyage *✓* If Surveyed while Building, Afloat, or in Dry Dock *yes*.

LENGTH on Deck	Ft.	Inches.	BREADTH—	Ft.	Inches.	DEPTH, ACTUAL—	Ft.	Inches.	No. of Decks with flat laid
as per Rule ...	<i>253</i>	<i>0</i>	Moulded ...	<i>43</i>	<i>6</i>	Top of Floors to top of Upper Dk. Beams	<i>27</i>	<i>1</i>	<i>one</i>
						Do. do. do. do. Second Dk. Beams			No. of Tiers of Beams <i>one</i>

FRAMING.						PILLARS.					
NAME, Angles, or C or L	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	PILLARS, In 'tween Deck, size and spacing	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or C or L	<i>8</i>	<i>3 1/2</i>	<i>23 1/2</i>	<i>8</i>	<i>3 1/2</i>	" " Hold					
Do. in peaks	<i>8</i>	<i>3 1/2</i>	<i>23 1/2</i>	<i>8</i>	<i>3 1/2</i>	" " Quarter 'tween Dks.,					
Do. in way of Double Bottoms at Solid Floors...	<i>3 1/2</i>	<i>3 1/2</i>	<i>38</i>	<i>3 1/2</i>	<i>3 1/2</i>	" " in Hold					
" " at intermdt. Bkts.	<i>7</i>	<i>3 1/2</i>	<i>18</i>	<i>7</i>	<i>3 1/2</i>						
acing of Frames from centre to centre amidships	<i>27</i>		<i>27</i>		<i>27</i>						
" " length to Collision bulkhead	<i>27</i>		<i>27</i>		<i>27</i>						
" " in peaks.	<i>24</i>		<i>24</i>		<i>24</i>						
EVERSED FRAME, Angles...											
Do. in way of Double Bottoms at Solid Floors...	<i>3</i>	<i>3</i>	<i>33</i>	<i>3</i>	<i>3</i>						
" " at intermdt. Bkts.	<i>7</i>	<i>3 1/2</i>	<i>18</i>	<i>7</i>	<i>3 1/2</i>						
AMING, depth of girder	<i>8</i>		<i>8</i>		<i>8</i>						
DOORS, depth and thickness of Floor Plate											
" " at mid-line for 1/2 length amidships...											
" " in way of Engine and Boiler Spaces	<i>Eng. 38</i>	<i>Bulb 44</i>	<i>8.38</i>	<i>B. 44</i>							
" " thickness at the ends of vessel											
" " depth at 1/2 the half breadth, as per Rule											
" " height extended at the Bilges											
DOORS in Cell. Double Bottoms...	<i>39</i>	<i>36</i>	<i>39</i>	<i>36</i>							
" " state if flanged (top & bottom)...	<i>no</i>										
" " Spacing of Solid floors	<i>Eng. 38</i>	<i>Bulb 44</i>	<i>8.38</i>	<i>B. 44</i>							
ENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>39</i>	<i>36</i>	<i>39</i>	<i>36</i>							
" " Angles, Top	<i>3</i>	<i>3</i>	<i>8.3</i>	<i>3</i>	<i>8.3</i>						
" " Bottom	<i>4</i>	<i>4</i>	<i>12.8</i>	<i>4</i>	<i>12.8</i>						
" " to Floors	<i>3</i>	<i>3</i>	<i>7.2</i>	<i>3</i>	<i>7.2</i>						
" " Brackets at intermdt. frmg., wdth & thkns	<i>48</i>	<i>355</i>	<i>48</i>	<i>355</i>							
DE GIRDERS, number on each side & thickness	<i>one</i>	<i>32</i>	<i>one</i>	<i>32</i>							
" " state if flanged (top and bottom)	<i>no</i>										
" " Angles (top and bottom)	<i>Top 3x3x33</i>	<i>7</i>	<i>3x3x33</i>	<i>7</i>							
" " to Floors	<i>3</i>	<i>3</i>	<i>3.3</i>	<i>3</i>	<i>3.3</i>						
MARGIN PLATE, depth (exclusive of flange)	<i>60</i>	<i>38</i>	<i>60</i>	<i>38</i>							
" " and thickness	<i>flanged</i>	<i>flanged</i>									
" " Angles to Outside Plating	<i>Flank. top carried out to ship's side</i>										
" " Floors	<i>60</i>	<i>32</i>	<i>60</i>	<i>32</i>							
" " Brackets at intermdt. frmg., wdth & thkns	<i>36</i>	<i>34</i>	<i>36</i>	<i>34</i>							
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>36</i>	<i>42</i>	<i>36</i>	<i>42</i>							
" " in Engine and Boiler space	<i>Eng. 40</i>	<i>B. 50</i>	<i>E. 40</i>	<i>B. 50</i>							
" " Remainder in Holds	<i>36</i>	<i>36</i>									
AMS, Upper Deck, Single Angle, Bulb	<i>5</i>	<i>3 1/2</i>	<i>21.8</i>	<i>5</i>	<i>3 1/2</i>						
" " Angle, Plate, Tee Bulb, or Channel	<i>10</i>	<i>3 1/2</i>	<i>21.8</i>	<i>10</i>	<i>3 1/2</i>						
" " In way of Long Bridge	<i>27</i>	<i>24</i>	<i>27</i>	<i>24</i>							
" " Spacing	<i>27</i>	<i>24</i>	<i>27</i>	<i>24</i>							
AMS, Second Deck, Single Angle, Bulb											
" " Angle, Plate, Tee Bulb, or Channel											
" " Spacing											
AMS, Third and Fourth Deck, Single Angle,											
" " Bulb Angle, Plate, Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing											
AMS, Poop Deck, Angle, Bulb Angle, Plate,	<i>6</i>	<i>3 1/2</i>	<i>15</i>	<i>6</i>	<i>3 1/2</i>						
" " Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing	<i>27</i>	<i>24</i>	<i>27</i>	<i>24</i>							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate,											
" " Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing											
BEAMS, Forecastle Deck, Angle, Bulb Angle,	<i>6</i>	<i>3 1/2</i>	<i>15</i>	<i>6</i>	<i>3 1/2</i>						
" " Plate, Tee Bulb, or Channel											
" " Angles on upper edge											
" " Spacing	<i>27</i>	<i>24</i>	<i>27</i>	<i>24</i>							

KEELSONS & STRINGERS.					
CENTRE LINE KEELSON, Vertical Plate above	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
floors, Through Plate, or Intercoastal Plate					
Rider Plate					
Flat Plate Keel Angles					
Horizontal Plates on Floors					
Angles or Bulb Angles					
SIDE KEELSONS, Number					
Angles or Bulb Angles					
Plate above floors, for length					
Intercoastal Plate, for length					
Attached to outside Plating with Angle					
BILGE KEELSON, Angles					
Intercoastal Plate for length					
Attached to outside Plating with Angle					
SIDE STRINGERS, Number					
Angle					
Intercoastal Plate, for length					
Attached to outside plating with Angle					
Upper Deck Stringer Plate, br'dth & thickness	<i>42</i>	<i>48</i>	<i>42</i>	<i>48</i>	
" " " " (clear of Bridge)					
" " " " br'dth & thickness					
" " " " (in way of Bridge)	<i>5x5</i>	<i>50</i>	<i>5x5</i>	<i>50</i>	
" " Angle (clear of Bridge)					
" " Tie Plate at sides of Hatchways					
Deck * Iron or Steel, for length					
" " Thickness (clear of Bridge)	<i>32</i>				
" " (in way of Bridge)	<i>38</i>				
" " Wood Deck, Material & thickness					
Second Deck Stringer Plate, br'dth & thickness					
Angles on ditto, No.					
Tie Plates outside Hatchways					
Deck * Iron or Steel, for length					
Wood Deck, Material & thickness					
Third Deck Stringer Plate, br'dth & thickness					
Angles on ditto, No.					
Tie Plates, outside Hatchways					
Deck * Material and thickness					
Fourth and Fifth Deck Stringer Plate, breadth & thickness					
Angles on ditto, No.					
Tie Plates outside Hatchways					
Deck, Material & thickness					
Poop Deck Stringer Plate, breadth & thickness	<i>42</i>	<i>36</i>	<i>42</i>	<i>36</i>	
Angle on ditto	<i>3x3</i>	<i>38</i>	<i>3x3</i>	<i>38</i>	
Tie Plates					
Deck, Material and thickness		<i>30</i>		<i>30</i>	
Bridge Deck Stringer Plate, br'dth & thickness					
Angle on ditto					
Tie Plates					
Deck, Material and thickness					
Forecastle Deck Stringer Plate, br'dth & th'kns	<i>39</i>	<i>32</i>	<i>39</i>	<i>32</i>	
Angle on ditto	<i>3x3</i>	<i>38</i>	<i>3x3</i>	<i>38</i>	
Tie Plates					
Deck, Material and thickness		<i>30</i>		<i>30</i>	

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







GENERAL REMARKS—(continued).

owing to an error the official number in the Fuelboard Report is shown as 13747 instead of as correctly shown below

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 97.25 ft., R.Q.D. — ft., Bridge — ft., Forecastle 26.25 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) 1.D. (See)

Official No. 213747 ; Signal Letters

State if Machinery is fitted aft

machinery aft

How are the surfaces preserved from oxidation? Inside Cement & Paint

Outside Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, Double bottom N <sup>o</sup> 1	58.5	151	Fore peak tank.	23.0	160
Double bottom, under Engines and Boilers, N <sup>o</sup> 2	49.5	165	After peak tank,	13.5	52
Double bottom, if under Engines only, N <sup>o</sup> 3	58.5	178	Deep tank, aft, Wing Tank N <sup>o</sup> 1	58.5	160
Double bottom, if under Boilers only, N <sup>o</sup> 4 } under E.T.B.	40.5	80 FW	Deep tank, forward, " N <sup>o</sup> 2	49.5	145
Double bottom, forward,			Other tanks, if fitted, Wing Tanks N <sup>o</sup> 3	54.0	150
Total capacity of double bottom	574		(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. 34

Date 30 May 1915

No. 150 in builder's yard.

DATES of Surveys held while building

July 2-13-21-24-28  
Aug 3-13-21 Sept 8-13  
Oct 13-18 Nov 2-15-20-21-22-23

Surveyor's Signature

Erwin Edwards

Total No. of Visits 18