

With or Without Disconnected Erections.

REC'D NEW YORK NOV 12 1920

STEEL STEAMER.

Received at Lloyd's Register Office
TUE NOV 30 1920

Date of completion of report 10th NOVEMBER, 1920. Port of DETROIT, MICH. No. 272.
Survey held at WYANDOTTE & DETROIT, MICH. Date, First Survey 22nd MARCH, 1920. Last Survey 5th NOVEMBER, 1920.

On the (State if Single, Twin, or Triple Screw) STEEL SINGLE SCREW STEAMER "KIOWA." Rig SCHOONER

TONNAGE under Tonnage Deck 1949.50 CLASS 100 A1

Do. between Tonnage Dk. and 3rd and 4th Dk. Breadth (greatest moulded) 43.5

Total under Upper Dk. 1949.50 Depth, at middle of length from top of keel to top of upper deck beams at side 24.21

Do. of Pop 65.76 Transverse Number 67.71

Do. of Bridge House 130.00 Length on deck from fore part of stem to after part of stern post 251.0

Do. of Forecastle 23.52 Longitudinal Number 16995

Do. of Houses on Dk. 86.39 Depth "d," at middle of length (See Secs. 2 & 13) 21.46

Do. of excess of Hatchways 54.74 Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10.37

Do. above Crown of Engine Room 2309.91

Gross Tonnage 2309.91

Less Crew Space

Less above Crown of Engine Room 739.17

Less Navigation Spaces 130.52

TONNAGE FOR FEES 1440

Register Tonnage (as cut on Beam) 1440

Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock YES.

Length on Deck as per Rule 251 0 Breadth Moulded 43 6 Depth, Actual 22 2

Dimensions of Ship per Register, Length 251.0 breadth 43.6 depth 22.2

FRAMING. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship.

FRAME, Angle, or Bars amidships 8 3.5 25.2 8 3.5 25.2

Do. in peaks 3.5 3.5 8.5 3.5 3.5 8.5

Do. in way of Double Bottoms at Solid Floors 3 3 7.2 3 3 7.2

" at intermdt. Bkts. 3 3 16.5 3 3 16.5

of Frames from centre to centre amidships 24 24

" length to Collision bulkhead 24 24

" in peaks F.P. 24 A.P. 23 to 20 F.P. 24 A.P. 23 to 20

SED FRAME, Angles 3 3 6.1 3 3 6.1

way of Double Bottoms at Solid Floors 3 3 16.5 3 3 16.5

" at intermdt. Bkts. 8 8

NG, depth of girder 36 8 ROOM 22.8 36 8 ROOM 22.8

IS, depth and thickness of Floor Plate 4 4 12.8 4 4 12.8

way of Engine and Boiler Spaces 3 3 8.3 3 3 8.3

thickness at the end of vessel 4 4 12.8 4 4 12.8

depth at 3/4 the half breadth, as per Rule 5 5 12.3 5 5 12.3

right extended at the Bilge 48 13.9 48 13.9

IS in Cell, Double Bottoms 13.9 13.9

state if flanged (top & bottom) No 18.0 18.0

Spacing of Solid floors 36 8 ROOM 22.8 36 8 ROOM 22.8

IE GIRDER, in Dbl. bottom, dpth. & thknss. 4 4 12.8 4 4 12.8

" Angles, Top 4 4 12.8 4 4 12.8

" Bottom 4 4 12.8 4 4 12.8

" to Floors SINGLE 5 5 12.3 5 5 12.3

Brackets at intermdt. frmg., wdth & thknss 48 13.9 48 13.9

GIRDERS, number on each side & thickness ONE 13.1 ONE 13.1

" state if flanged (top and bottom) TOP ONLY

" Angles (top and bottom) 3 3 7.2 3 3 7.2

" to Floors 3 3 6.1 3 3 6.1

" and thickness 3 3 16.5 3 3 16.5

N PLATE, depth (exclusive of flange) 30 8 ROOM 19.6 30 8 ROOM 19.6

" Angle to Outside Plating 3.5 3.5 8.5 3.5 3.5 8.5

" Floors 5 3 8.2 5 3 8.2

Brackets at intermdt. frmg., wdth & thknss 43 x 24 13.9 43 x 24 13.9

Height of Outside Brackets above at bilge 30 30

BOTTOM PLATING, breadth and thickness of Middle Line Strake 36 17.1 36 17.1

" in Engine and Boiler space E.R. 16.3 B.R. 20.4 E.R. 16.3 B.R. 20.4

" Remainder in Holds 13.9 13.9

Upper Deck, Single Angle, Bulb 7 3.4 18.6 7 3.4 18.6

Angle, Plate, Tee Bulb, or Channel 6 3.5 15.0 6 3.5 15.0

In way of Long Bridge HALF BEAMS 6 3.5 15.0 6 3.5 15.0

Spacing ON EVERY FRAME

BEAMS, Second Deck, Single Angle, Bulb HATCH END BEAMS

Angle, Plate, Tee Bulb, or Channel 3 x 3 x 8.3

Spacing 18 x 20.4

BEAMS, Third and Fourth Deck, Single Angle 10 x 4 x 36.9

Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

BEAMS, Poop Deck, Angle, Bulb Angle, Plate

Tee Bulb, or Channel 5 3 11.3 5 3 11.3

Angles on upper edge

Spacing ON EVERY FRAME

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate

Tee Bulb, or Channel 6 2.8 13.0 6 2.8 13.0

Angles on upper edge

Spacing ON EVERY FRAME

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate

Plate, Tee Bulb, or Channel 6 2.8 13.0 6 2.8 13.0

Angles on upper edge

Spacing ON EVERY FRAME

Form No. 1A. 2m. 2.10. T.

007324-007333-028712

Lloyd's Register Foundation

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches in Ship.			
WEB FRAMES, In Fore Body, No. and spacing No. of Side Stringers				STEM, moulding and thickness			
WEB FRAMES, In Aft Body, No. and spacing No. of Side Stringers				STERN-POST for Rudder do. do.			
WEB FRAMES, In After Body, No. and spacing No. of Side Stringers				for Propeller			
Size of Face Angles to Web-Frames				RUDDER—A x D* Table 22. Speed			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				Main-Piece, diameter at head			
				" " " at heel			
BULKHEADS.				RUDDER, how constructed			
W.T. BULKHEADS				MAIN PIECE & HEAD—FORGED STEEL.			
BOILER ROOM.				ARMS—CAST STEEL.			
ENGINE ROOM.				Thickness of Plates—Single Plate			
AFTER PEAK.				Can the Rudder be unshipped afloat? YES.			
COLLISION.				Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.			
PARTITION.				CARNegie STEEL Co.			
LONGITUDINAL.				LACKAWANNA STEEL CO.			
				OPEN HEARTH PROCESS.			
Are the outside Plates doubled two spaces of Frames in length? No.				Has the Steel been tested as required by the Rules? YES.			
Are the Plates Yokes and Watertight Doors in efficient working order? YES.							
PLATING.				RIVETING.			
AS IN SHIP.				EDGES.			
PER RULE OR AS APPROVED.				ORDINARY or JOGGLED?			
STRAKES.				BUTTS.			
FLAT PLATE KEEL				DOUBLE			
GARBOARD OR A STRAKE				TREBLE			
State actual thickness in way of Double Bottom.							
D							
E							
F							
G							
H							
J							
K							
L							
M							
N							
O							
P							
Q							
R							
S							
T							
U							
V							
W							
THICKNESS OF SHEET PILE							
Be. of Strake below							
Be. of Flat Plate Keel							
Sheerstrakes							
POOP SIDES							
SHORT BRIDGE SIDES							
FORECASTLE SIDES							
Upper Deck Stringer Plate				Butts of Side Stringers			
Second Deck Stringer Plate				Inner Bottom Plating, riveting of Edges			
				Centre Girder Butts, TREBLE riveted			
				Frames, riveted through Plates with			
				Rivets, state whether Iron or Steel			
FRAMES extend in one length from				JOGGLED, ORD. IN PEAKS.			
REVERSED FRAMES on floors and frames extend from				CHANNEL FRAMES.			
MASTS, SPARS, &c.							
Material.				Diameter and Thickness.			
Total Length.				At Partners.			
Lower Masts				Main			
Mizen				Six STEEL DERRICK POSTS.			
Bowsprit				OREGON PINE DERRICKS.			
Topmasts, Yards and Remainder of Spars				Stays			
Rigging, Material and Size, Shrouds				Sails, and the following spare sails			
Sails, NONE.				Suit of			

EQUIPMENT No. 17866.				LETTER R.				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				WEIGHT, EX. STOCK				WEIGHT OF STOCK				TEST, PER CERTIFICATE.			
9714				37 0 26				33 16 3				DUNN			
9712				30 1 20				33 7 0				30 3. 20.			
9732				30 1 12				28 18 0				4. 5. 20.			
9668				104 0 2				101 0 0				W. RUNHAM, E. G. BINDER.			
9723				11 3 14				13 15 0				M. S. McNAB.			
Kedge				5 3 16				8 2 3				CHESTER, PA. 29. 1. 20.			
Particulars of Drop Test of Cast Steel Anchors, viz.:				1st Bower 27. 3. 22. W.R. 9714. 30. 3. 20.											
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				2nd " 27. 3. 22. W.R. 9712. 30. 3. 20.											
				3rd " 20. 2. 14. W.S.M.N. 9732. 4. 5. 20.											
				4th " STEAM—8. 3. 10. E.G.B. 9668. 29. 1. 20. KEDGE—4. 0. 12. W.S.M.N. 9723. 4. 5. 20.											
CHAIN CABLES.				HAWERS AND WARPS.											
Number of Certificate.				Length and size supplied.				Test per Certificate.				WEIGHT OF CHAIN CABLE.			
691				240 13/4 55 8 1/2				407 2. 10 370 1. 22				240 13/4 55 8 1/2			
785				SMOKIES.				2. 24				240 13/4 55 8 1/2			
Stream				75 4				33				75 4			
Boats FOUR LIFEBOATS 20'-0". ONE GIG 18'-0"				Steering Gear, Steam BY DETROIT S.B.C.				Steering Gear, Hand BY DETROIT S.B.C.							
Pumps, Number ONE DOWNTON TYPE.				Diameter of Barrel 5"				State whether they are in efficient working order YES.							
Windlass is STEAM & HAND COMBINED BY AMERICAN S.B.C.				Capstan NONE.											
Engine Room Skylights.—How constructed? STEEL PLATES & ANGLES.				What arrangements for deadlights in bad weather? STEEL FLAPS WITH BULL EYES.											
Coal Bunker Openings.—How constructed? STEEL PLATES & ANGLES.				How are lids secured? BY BATTENS & CLEATS.				Height above deck? 18" & 24"							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 5 SCUPPERS EACH SIDE. 6 FREEING PORTS EACH SIDE 42" x 18" DIA.				Ceiling in Holds, thickness and material 2" W. WOOD ON 3" GROUND.				Cargo Battsens, thickness and material 1 1/2" W. WOOD.							
Cargo Hatchways.—How formed? STEEL PLATES & ANGLES.				Hatches, If strong and efficient? YES, 3" W. WOOD.											
State size No. 1 Hatch (Forward) 28'-0" x 18'-0"				No. 2 Hatch 28'-0" x 18'-0"				No. 3 Hatch 28'-0" x 18'-0"				No. 4 Hatch 28'-0" x 18'-0"			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch FIVE SHIFTING BEAMS TO EACH HATCH, NO FORE & AFTERS.				No. of Breasthooks THREE.				No. of Crutches DEEP FLOORS.							
Bulwarks, height above deck and description 3'-6" STEEL PLATES & ANGLE STAYS 6 x 3 1/2 x 11-7 LBS.				Main Rail, material and size STEEL CHANNEL 6 x 2 1/2 x 13-0 LBS.											
The foregoing is a correct description.				Builder's Signature (here only) John Sinclair				Surveyor's Signature E. J. Evans				Surveyor to Lloyd's Register of Shipping.			
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)				N.Y. 11 DEC. 1919.											
Workmanship. Are the butts of plating planed or otherwise fitted? PLANED WHERE PRACTICABLE.				Is the riveted work properly closed? YES.				Are the liners between the frames and plates solid single pieces? YES WHERE NOT JOGGLED.				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? YES.			
Are the butts of plating, stringers, &c., properly shifted and staggered? 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.) This vessel has been built in accordance with the Rules and approved plans, copies of which are in the London Office.															
The settling tanks have been constructed in accordance with the approved plans for oil fuel. All double bottom, fore peak and settling tanks, intended for oil fuel, tested as per Rule and found satisfactory.															
Fore peak bulkhead additionally stiffened by two semi-box beams as per approved plan forwarded with Reports Nos 261 & 262 on the steamers "JUVIGNY" & "MONTAUCON"															
Double bottom oil tanks not cemented. NOTATION "P. CEM."															
The quality of material and workmanship is good.															
The oil fuel carried in double bottom, fore peak and settling tanks is intended for burning and not to be carried as cargo.															
Sister vessel S.S. "ONEIDA", Report No 268.															
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.															
The amount of Entry Fee \$ 25.00				Fees applied for, 8th Nov. 1920											
Special Survey Fee \$ 413.75				Received by me, 11. 149 20											
Travelling Expenses, if any \$ 40.80															
(N.Y. \$ 35.00. DET. \$ 5.80.)															
State whether the Vessel has been built under Special Survey YES.															
I am of opinion this Vessel should be Classed 100 A1, "FITTED FOR OIL FUEL 11, 20, F.P. ABOVE 150° F."															
With, or without Freeboard, as condition of Class WITHOUT.															
Committee's Minute New York NOV 16 1920															
Character assigned note: A+C.P.															
Epl 6 x 11.20															
Dec 11.20															
30.															
Fitted for oil fuel 11.20															
31. above 150° F.															

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27.0 ft., R.Q.D. 1 ft., Bridge 64.0 ft., Forecastle 26.
(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 should appear in the Register Book) ONE DECK STEEL.
Official No. 220780; Signal Letters MBTH. State if Machinery is fitted aft No.
How are the surfaces preserved from oxidation? Inside BY PAINT & CEMENT. Outside BY PAINT.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <u>4</u> UNDER ENGINES. <u>OIL FUEL</u> .	<u>92.0</u>	<u>236.0</u>	Fore peak tank, <u>OIL FUEL</u> .		<u>58.0</u>
Double bottom, under Engines and Boilers.			After peak tank,		<u>89.0</u>
Double bottom, if under Engines only.			Deep tank, aft,		
Double bottom, <u>4</u> under Boilers <u>only</u> , <u>FRESH WATER</u> .	<u>18.0</u>	<u>56.0</u>	Deep tank, forward,		
Double bottom, forward, <u>OIL FUEL</u> .	<u>94.0</u>	<u>239.0</u>	Other tanks, if fitted,		
Total capacity of double bottom		<u>531.0</u>	(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. 147

Date 1ST DEC^R, 1919.

No. 286 in builder's yard.

DATE OF SURVEY
held while building

1920 1- MAR, 22, 26, 29, 30. APR, 2, 7, 10, 13, 14, 16, 19, 26, 29. MAY, 3, 6, 7, 11, 12, 13, 14, 17, 26, 27.
JUNE, 3, 4, 8, 10, 15, 16, 21, 28, 29. JULY, 1, 12, 14, 15, 17, 19, 20, 22, 27. AUG 3, 11. NOV, 1, 3, 5.

Surveyor's Signature



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