

1 or 2 Dks., R.Q. Dk.,  
and Pt. Awng. Dk.

# IRON OR STEEL STEAMER.

No. 215  
THUR. 2 APR 1908

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

Date of completion of Report MARCH 19TH, 1908

Port of SEATTLE, WASH., U.S.A.

Survey held at SEATTLE, WASH., U.S.A.

Date, First Survey APRIL 15TH 1907

Last Survey MARCH 9TH 1908

On the STEAM TRAWLER "CHICAGO"

Rig SCHOONER

Master H. B. JOYCE

Year of appointment (1) As master in service of owner of present vessel:—19 (2) As master of this vessel:—19

Built at Seattle, Washington, - U.S.A.

When built 3-1908 Launched November 16, 1907

By whom built The Moran Company.

Owners A. BOOTH & CO.

Managers W. T. CHUTTER, MGR. SEATTLE, WASH.  
(Where necessary to be entered in Reg. Book.)

Residence CHICAGO

Port belonging to Seattle, Washington, U.S.A.

If Surveyed while Building, Afloat, or in Dry Dock BUILDING

ONE OR TWO DECKED VESSEL.

CLASS 100-A-1 Trawler

Half Breadth (moulded) 12'-0"  
Depth from upper part of Keel to top of Main Deck Bms. 15'-6"  
Girth of Half Midship Frame (as per Rule) 22'-6"  
1st Number 50  
Length on deck from after part of stem to fore part of stern post 139'-0"  
2nd Number 6950  
Proportions—Breadths to Length 5.8  
Depths to Length—Main Deck to top of Keel 8.97

Destined Voyage COASTING

TONNAGE under Tonnage Deck 343.09

Do. of Poop 17.35

Do. of Raised Qr. 38

Do. of Bridge House 20.9

Do. of Forecastle 419.33

Do. of Houses on Deck 117.59

Do. of Hatchways 20.9

Do. of Crown of Room 20.9

Do. of Space 280.84

Do. of Room 134.18

Do. of Spaces 17.1

Do. of Tonnage 129.56

Do. of Beam 139

Do. of Deck as 0

Do. of Breadth 24

Do. of Depth 14

Do. of No. of Decks with Flat laid One

Do. of No. of Tiers of Beams One

Do. of Ship per Register, Length, 139'-0" breadth, 24'-0" depth, 15'-6" Moulded Depth, 15 ft. 0 ins. Round of Beam, Actual 6 ins.

## FRAMING.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.
Angles, 1" or 1 1/2" Bars, for 1/2 length amidships	3	3	7/20	3	3	6/20	
1/2 at each end	3	3	7/20	3	3	5/20	
Way of Double Bottoms at Solid Floors	3	3	7/20	3	3	5/20	
" at intermdt. Bkts.							
Frames from centre to centre	21	(19" for 1/8 Length Ford)					
ED FRAME, Angles	2 1/2	2 1/2	5/20	2 1/2	2 1/2	5/20	
FRAMING, depth of girder							
depth and thickness of Floor Plate at mid-line for 1/2 length amidships		18	6/20	14		6/20	
Way of Engines and Boilers	37 1/2	18	7/20			7/20	
Thickness at the ends of vessel			5/20			5/20	
Depth at 1/2 the half breadth, as per Rule	As approved			As approved			
Height extended at the Bilges	As approved			As approved			
& BRACKETS, in Cell Dble Bottoms							
" state if flanged (top & bottom)							
" Spacing							
GIRDER, in Double Bottom, depth and thickness							
" Angles, Top							
" Bottom							
RDERS, number on each side & thickness							
" state if flanged (top & bottom)							
Angles							
PLATE, depth (exclusive of flange) and thickness							
Angles to Outside Plating							
" Floors							
Height of Floors at the Bilges							
BOTTOM PLATING, breadth and thickness of Middle Line Strake							
Thickness in Engine and Boiler space							
" Remainder in Holds							
Main and Raised Quarter Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	7/20	5	3	6/20	
Angles on Upper Edge							
Spacing	21	(19" for 1/8 Length Ford)					
Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	4	3	7/20	As approved			
Angles on Upper Edge							
Spacing	21						
Hold, Plate or Tee Bulb							
Angles on Upper Edge							
Spacing							
Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb							
Angles on Upper Edge							
Spacing							
Bridge or Pt. Awng. Deck, Angle, Bulb Angle, Plate, or Tee Bulb							
Angles on Upper Edge							
Spacing							
Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	3	7/20	4	2 1/2	6/20	
Angles on Upper Edge							
Spacing	21	(19" for 1/8 Length Ford)					
In 'tween Decks, Size and Spacing	2 1/4	3'-6" crs.	2 1/4	3'-6" crs.			
" Hold	2 3/8	3'-6" crs.	2 3/8	3'-6" crs.			
Quarter, 'tween Dks., "	2 1/4	3'-6" crs.	2 1/4	3'-6" crs.			
" In Hold							
AMES, In Fore Body, No. and Spacing							
" Brdth. & Thickness							
No. of Side Stringers							
FRAMES, In E. & B. Space, No. & Spacing							
" Brdth. & Thickness							
WEB FRAMES, In After Body, No. and Spacing							
" Brdth. & Thickness							
" No. of Side Stringers							
" Size of Angles or Tee Bars to Web Frames							
BRACKET PLATES to Stringers between Web Frames, Depth and Thickness							

## FORGINGS AND CASTINGS.

	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	16ths or 20ths in Ship.	Inches per Rule Or as Approved.
KEEL, Bar or Side Plates depth and thickness	8" x 1 1/2"			7 x 1 1/8			
STEM, moulding and thickness	6 1/2" x 1 1/8"			6 1/2" x 1 1/8"			
STERN-POST for Rudder do. do.	6 1/2" x 3 1/4"			6 1/2" x 3 1/4"			
" for Propeller	6 1/2" x 3 1/4"			6 1/2" x 3 1/4"			
MAIN PIECE of Rudder, at head	5 x 4			4 3/4			
" at heel	4 x 3			3 1/4 x 3 1/4			
RUDDER, how constructed Double plate - as per rule							
Can the Rudder be unshipped afloat? Yes							
KEELSONS AND STRINGERS.							
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	11 x 20 (21) to 7/20			11 x 20 (21) to 7/20			
" Rider Plate	7 1/2 x 20 (21) to 7/20			20 (21) to 7/20			
" Bulb Plate to Intercoastal Keelson							
" Horizontal Plates on Floors							
" Angles	3 1/2	3	6/20	3 1/2	3	6/20	
SIDE KEELSON, Angles	3 1/2	3	6/20	3 1/2	3	6/20	
" Bulb or Plate above floors for lng.							
" Intercoastal Plate for 7/100 length	7		6/20				
" Attached to outside plating with Angle	3	3	7/20	As approved			
BILGE KEELSON, Angles	3 1/2	3	6/20	3 1/2	3	6/20	
" Bulb or Plate above floors for lng.							
" Intercoastal Plate for length							
" Attached to outside plating with Angle							
BILGE STRINGER Angles							
" Bulb Plate for length							
" Intercoastal Plate for length							
" Attached to outside plating with Angle							
SIDE STRINGER Angles	3 1/2	3	6/20	3 1/2	3	6/20	
" Bulb or Intercoastal Plate for entire lng.	6 1/2		6/20	As approved			
" Attached to outside plating with Angle	3	3	7/20	As approved			
Main and Raised Quarter Deck Stringer Plate, breadth and thickness	28 to 19	7/20 to 7/20		28 to 19	6/20 to 6/20		
" Angle on ditto	3 x 3	8/20		3 x 3	7/20		
" Tie Plates, outside Hatchways	8 x	7/20		8	7/20		
" Diagonal Tie Plates on Bms., No. of Pairs							
" Main Dk* Iron or Steel for lng.							
" R. Q. Dk* Iron or Steel for 3/10 lng.	Wood on top	6/20			6/20		
" Wood Deck, Material & thickness	Fir	3 1/2		Fir	3 1/2		
Lower Deck Stringer Plate, breadth and thickness	60 & 22	5/20		As approved			
" Angles on ditto, No.	3 x 3	8/20		As approved			
" Tie Plates, outside Hatchways	8" x	6/20		7	6/20		
" Deck* Material and thickness Ford-wood & part steel ~ Aft. wood & all steel 7/20-wood 2 1/2							
Hold Stringer Plate							
" Angles on ditto, No.							
Poop Deck Stringer Plate, breadth & thickness							
" Angle on ditto							
" Tie Plates							
" Deck, Material and thickness							
Bridge or Pt. Awng. Deck Stringer Plate, breadth and thickness							
" Angle on ditto							
" Tie Plates							
" Deck, Material and thickness							
Forecastle Deck Stringer Plate, brdth & thcknss	20	5/20		20	5/20		
" Angle on ditto	3 x 3	8/20		As approved			
" Tie Plates	8"	7/20		7	5/20		
" Deck, Material and thickness Wood P.S. Fir		3 1/2		Fir	3 1/2		
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.							

## BULKHEADS.

	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up.
	In Vessel.	Per Rule.	Horizontal. Size. Spacing. Vertical. Size. Spacing.		
W.T. BULKHEADS	4	3	5/20 2 1/2 x 3 1/2 20 48 2 1/2 x 3 1/2 20 27	Double	Qu. & Main Decks.
PARTITION	2	5/20		Single	Qu. Deck
LONGITUDINAL	2	(side Coal Bunk Bulkheads)	2 1/2 x 3 1/2 20 27	Single	Qu. Deck
Are the outside Plates doubled two spaces of Frames in length?					Yes
Are the Sluice Valves and Watertight Doors in efficient working order?					Yes



PLATING.										RIVETING.									
AS IN SHIP.					PER RULE OR AS APPROVED.					EDGES.					BUTTS.				
STRAKES.					AMIDSHIP.					Single or Double.					Double or Treble.				
Breadth.					Thickness.					Breadth.					Thickness.				
Flat Plate Keel (If Bar Keel, state riveting)					33					Double					Double				
Garboard or A Strake					49					Double					Double				
B "					53					Double					Double				
C "					48					Double					Double				
D "					53					Double					Double				
F "					48					Double					Double				
G "					36					Double					Double				
H "					42					Double					Double				
J "					48					Double					Double				
K "																			
L "																			
M "																			
N "																			
O "																			
P "																			
Doubling of Flat Plate Keel																			
Length and thickness of Sheerstrakes																			
Length and thickness of Strake below																			
Poop Sides					36														
RAISED QUARTER DECK SIDES																			
BRIDGE SIDES																			
FORECASTLE SIDES					48														
LENGTHS OF PLATING					10 frame spaces														

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, outside Plating, &c.: *Central Iron & Steel Co.*

Open Hearth Process

Has the Steel been tested as required by the Rules *Yes*.

FRAMES extend in one length from *Keel* to *Main or Quarter Dks. (cut & bracketed in way of Lower Dks.)* state if ordinary or joggled *ordinary*.

REVERSED FRAMES on floors and frames extend from *Top of floors at E to bilge & gunwale alternately* state if ordinary or joggled *ordinary*.

MASTS, SPARS, &c.											
Material.		Total length.	DIAMETER AND THICKNESS.			No. of Plates in round.		ANGLES.		RIVETING.	
			At Partners.	Heel.	Head.			Number.	Size.	Seams.	Butts.
Fore		63'-0"	16 1/2	12	7	3					
Main		61'-6"	16 1/2	12	7	3					
Mizen											

Bowsprit

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds *Foremast - 3 gal wire - Mainmast - 2 1/2 gal wire* Stays *3 Forestay, 2 1/2 Mainstay & 1 1/2 Topmast stays*

Sails, 2trysails & 2 staysails. Suit of

Sails and the following spare sails

Equipment No. *7302* Letter *AACA*

ANCHORS.															
Number of Certificate.		Anchors.		Stockless.		Weight of Stock.		Test, per Certificate.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
				Cwts. qrs. lbs.		Cwts. qrs. lbs.		Cwts. qrs. lbs.							
1st Bower		8		3 3/4		24		9 7 2 0		Baldt stockless		Baldt Anchor Co. June 27-07 - N.D. Powell		Penn Steel Casting & Machine Co. June 27-07 - N.D. Powell	
2nd "		7		3 1/4		17		9 7 2 0		Baldt stockless		Baldt Anchor Co. June 27-07 - N.D. Powell		Penn Steel Casting & Machine Co. June 27-07 - N.D. Powell	
3rd "		7		3 1/4		17		9 7 2 0		Baldt stockless		Baldt Anchor Co. June 27-07 - N.D. Powell		Penn Steel Casting & Machine Co. June 27-07 - N.D. Powell	
Collective weight		16		10											
Stream		4		1 1/4		24		6 13 3 20		Baldt stockless		Baldt Anchor Co. June 27-07 - N.D. Powell		Penn Steel Casting & Machine Co. June 27-07 - N.D. Powell	
Kedge		4		1 1/4		24		6 13 3 20		Baldt stockless		Baldt Anchor Co. June 27-07 - N.D. Powell		Penn Steel Casting & Machine Co. June 27-07 - N.D. Powell	

CHAIN CABLES.										HAWERS AND WARPS.													
Number of Certificate.		Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and Size per Table 22.		Description.		Makers of Cables.		Where and when tested and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire Towing.		Length and size per Table 22.	
		Length. Diam.		Tons. Cwts. qrs. lbs.		Cwts. qrs. lbs.		Length. Diam.										Length. Cir.		Length. Cir.			
176		120 1 1/2		25 31 38		94-2-21 86-3-12		120 1 1/2		Sud Link Lebanon Chain Wks.		Lebanon, Penna.		July 22-1907		Manila		60 7		60 7			

Boats *One 20' Life Boat* *Dories*

Pumps, Number *Two Hand* Diameter of Barrel *6"* State whether they are in efficient working order *Yes*

Windlass is *Steam (American Ship Windlass Co.) - Two without - Two gipsies.* Capstan

Engine Room Skylights. - How constructed? *Steel*

What arrangements for deadlights in bad weather? *Can be made watertight.*

Coal Bunker Openings. - How constructed? *C.I. scuttles & Steel. How are lids secured? Hatch by battens.* Height above deck? *Flush - Hatch 2' high*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *Fourteen 3" & Two 4 1/2" x 12" scuppers. - Six 1 1/2" x 25" freeing ports.*

Ceiling in Holds, thickness and material *2" x 6" flooring (space between filled with saw dust).* Cargo Battens, thickness and material *2 1/2" x 6" steel*

Cargo Hatchways. - How formed? *Steel coamings - rounded corners.* Hatches. - If strong and efficient? *Yes.*

State size *No. 1 Hatch (Forward) 3' wide x 5'-3" Long. No. 2 Hatch 5' wide x 7'-Long. No. 3 Hatch*

Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch

No. of Breasthooks *One* No. of Crutches *One*

Bulwarks, height above deck and description *36 1/2" above Main Dk. - 21 1/2" above Quarter Dk. Main Rail and Stays, material and size. Stays - 1 1/2" round bar with palms.*

The above is a correct description.

Builder's Signature *(Name only) J. H. Brown* Surveyor's Signature *James Fowler*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence. - State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *SEPT. 25TH 1906, M.*

*Nov. 9TH, 1906, M.*

Workmanship. Are the butts of plating planed or otherwise fitted?

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? *No.*

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. 23, par 24)? *YES* State results of tests *WATERTIGHT*

Have all the gutterways been tested as required by the Rules (Sec. 23, par 25)? *YES* State results of tests *WATERTIGHT*

General Remarks (State quality of workmanship, &c.) *The amended plans approved by the Committee. Material tested by a Surveyor to the Society, and boat built under my daily inspection. The workmanship is first class and the Society's rules complied with in every detail.*

*In my opinion the vessel is eligible to be classed in the Society, and to have record of +100 A.I. in the Register Book.*

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK. - Length of Poop *ft., R.Q.D. or Break 75.7* ft., Bridge Dk. *ft., F'castle 32.5* ft. (in feet and tenths) where the Poop is on top of the R.Q.D., or when the Poop or R.Q.D. 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) *One steel deck entirely covered with wood. One tier of beams.*

Official No. *204943*; Signal Letters  State if Machinery is fitted aft *Yes*

How are the surfaces preserved from oxidation? Inside *paint & CEMENT* Outside *2 coats anti-corrosive - 1 of anti-fouling*

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

Where fitted.		*Length.	Water Capacity.	Where fitted.		*Length.	Water Capacity.
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft,				Fore peak tank,			
Double bottom, under Engines and Boilers,				After peak tank,		7.0	5.6
Double bottom, if under Engines only,				Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward			
Double bottom, forward,				Other tanks, if fitted, <i>F.W. TANK AMIDSHIPS</i>		7	13
				(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.  Date *DAILY FROM APRIL 1ST, 1907, TO MARCH 9TH 1908*

No. *44* in builder's yard Dates of Surveys held while building  Total No. of Visits

The amount of Entry Fee *£ 1 - - -* Fees applied for, *March 1908*

Special *£ 44 - - -* Received by me,

Travelling Expenses, if any *£ 13 - - -* *✓ 19*

State whether the Vessel has been built under Special Survey *YES*

I am of opinion this Vessel should be Classed *+100 A.I. STEAM TRAWLER*

With, or without Freeboard, as condition of Class *WITHOUT FREEBOARD*

Committee's Minute *FRI. 1 MAY 1908*

Character assigned *100A1*

*Am hawlin*

*ascp + time 2.08*

*Best value 7/8.*

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