

With or Without

REC'D NEW YORK

STEEL STEAMER.

Received at London Office

MON. SEP. 27 1920

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel No. 256

Date of completion of report
Survey held at

July 5, 1920

Port of Cleveland Ohio

No. 256

Date, First Survey 17 December 1919 Last Survey July 2nd 1920

1920

On the (State if Single, Twin, or Triple Screw)

Steel Single Screw Steamer "BACCARAT"

Rig Derricks ports

TONNAGE under

CLASS +100A.1

FEET.

Master

Year of appointment

(1) As Master in service of owner of present vessel: 191
(2) As Master of this vessel: 191

Do. between Tonnage Dk. and 3rd and 4th Dk.

Breadth (greatest moulded) 43.5

Total under Upper Dk.

Depth, at middle of length from top of keel to top of upper deck beams at side 24.21

Do. of Poop

Transverse Number 67.71

Do. of Bridge House

Length on deck from fore part of stem to after part of stern post 251.0

Do. of Forecastle

Longitudinal Number 16995

Do. of Houses on Dk.

Depth "d," at middle of length (See Secs. 2 & 13) 21.46

Do. of excess of Hatchways

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10.37

Do. above Crown of Engine Room

" " Long Bridge Deck Beam at side to top of keel

Gross Tonnage 2283.90

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES 2284

Less Engine Room

Less Navigation Spaces

Register Tonnage 1433.27

Destined Voyage not stated

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

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid one	No. of Tiers of Beams
251	0		43	6		22	2		1	

Dimensions of Ship per Register, Length 251.0 breadth 43.5 depth 24.21. Moulded depth, ft. 24 ins. 9 1/2 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 ins. Moulded depth, ft. 24 ins. 2 1/2 To Upper Dk.

FRAMING.			Inches in Ship.			Inches in Ship.			Inches in Ship.			Inches in Ship.			PILLARS.			Inches in Ship.			Inches in Ship.			Inches in Ship.			Inches in Ship.		
FRAME, Angles, or Bars amidships			8	3.5	25.2	8	3.5	25.2	8	3.5	25.2	8	3.5	25.2	PILLARS In-tween-Deck, size and spacing			10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Double Bottoms at Solid Floors			3	3	7.2	3	3	7.2	3	3	7.2	3	3	7.2	Hold			10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
at intermdt. Bkts.			7	3.35	16.5	7	3.35	16.5	7	3.35	16.5	7	3.35	16.5	Quarter-tween Dks.			10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
from centre to centre amidships			24			24			24			24			in Hold			10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
length to Collision bulkhead			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
in peaks			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
FRAME, Angles			3	3	6.1	3	3	6.1	3	3	6.1	3	3	6.1				10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
of Double Bottoms at Solid Floors			7	3.35	16.5	7	3.35	16.5	7	3.35	16.5	7	3.35	16.5				10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
at intermdt. Bkts.			5	8		5	8		5	8		5	8					10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Depth of girder			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Depth and thickness of Floor Plate			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
mid-line for 1/2 length amidships			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
of Engine and Boiler Spaces			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
at the ends of vessel			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
at 1/2 the half breadth, as per Rule			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
extended at the Bilges			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Cell. Double Bottoms			36	13.9	36	13.9	36	13.9	36	13.9	36	13.9	36	13.9				10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
ate if flanged (top & bottom)			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
acing of Solid floors			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
ORDER, in Dbl. bottom, dpth. & thknss.			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
AT ENDS OF VESSEL			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Angles, Top			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
IN 1/4 FROM 1/2 L FORD			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Bottom			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
to Floors			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
(IN ENG ROOM 5x12x12x12)			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
brackets at intermdt. frmg., wdth & thknss			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
IN BOILER S			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
BERS, number on each side & thickness			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
IN BOILER SPACE			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
state if flanged (top and bottom)			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Angles (top and bottom)			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
to Floors			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
PLATE, depth (exclusive of flange)			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
and thickness			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Angle to Outside Plating			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Floors			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
brackets at intermdt. frmg., wdth & thknss			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Height of Outside Brackets above at bilge			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
in Engine and Boiler space			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Remainder in Holds			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
BEAMS, Upper Deck, Single Angle, Bulb			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Angle, Plate, Tee Bulb, or Channel			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
In way of Long Bridge			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Spacing			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
BEAMS, Second Deck, Single Angle, Bulb			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Angle, Plate, Tee Bulb, or Channel			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Spacing			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
BEAMS, Third and Fourth Deck, Single Angle			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		
Bulb Angle, Plate, Tee Bulb, or Channel			24			24			24			24						10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26	10x3.45x26		

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

[illegible]

EQUIPMENT No. 17866						ANCHORS.						TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.		Anchors.		WEIGHT EX STOCK		WEIGHT OF STOCK		TEST PER CERTIFICATE		WEIGHT REQUIRED BY TABLE 2L		Description of Anchor		Makers.		Where and when tested and Superintended.	
				Owts.	lbs.	Owts.	lbs.	Tons.	qrs.	lbs.	Owts.	lbs.					
9666		1st Bower ...		35	2	22	"	32	16	8	35	2	PUNN, American		29/1/20.		
9657		2nd " ...		35	2	14	"	29	3	3	35	2	"		28/1/20.		
9635		3rd " ...		30	2	24	"	29	3	3	30	0	"		"		
		4th " ...											"		"		
Collective weight.				103	0	4	"	13	19	2	101	0	"		23/1/20		
Stream				12	0	16	"	8	7	2	11	9	"		23/1/20		
Kedge.....				2	0	18	"				5	3	NATIONAL Cleveland		23/1/20		
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																	
1st Bower 36-2-22. E.G.B. 9666 29/1/20. 2nd " 35-2-14 J.L. Jnr. 9657 28/1/20 3rd " 30-2-24 J.L. Jnr. 9635 28/1/20. 4th "																	
CHAIN CABLES.																	
HAWSERS AND WARPS.																	
Boats 3, 20'0" up boat and one 18'0" pump Pumps, Number on Downtown Windlass is American No 6 Engine Room Skylights.—How constructed? Coal Bunker Openings.—How constructed? Ceiling in Holds, thickness and material Cargo Hatchways.—How formed? State size No. 1 Hatch (Forward) Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Bulwarks, height above deck and description The foregoing is a correct description. Builder's Signature (here only) The American Ship Bldg. Co. Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) Workmanship. Are the butts of plating planed or otherwise fitted? shipped with pneumatic chisels Is the riveted work properly closed? yes Are the liners between the frames and plates solid single pieces? yes to plate, &c., conform well to each other? yes from the faying surfaces? yes Do the holes for riveting plate to frames, butt straps, or plate Are the rivet holes well and sufficiently countersunk in the plate and punched Do any rivets break into or through the seams or butts of the plating? a few 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. 26, par. 20)? yes Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules & approved plans, the quality of the material workmanship is good. 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 : Special Survey Fee..... \$ 410.50 : Travelling Expenses, if any..... \$ 7.00 : NY Expenses \$ 10.00 : State whether the Vessel has been built under Special Survey yes I am of opinion this Vessel should be Classed + 100 A.P. With, or without Freeboard, as condition of Class without Committee's Minute Character assigned note - Arch Ephe n Elec d ZD. New York SEP 14 1920 + 100A1 + Lmk 8.20 Fitted for oil fuel 8.20 St. abax 150° 2 Certificate to be sent to Date of issue 19.10.20 Grom & Edwards & G Drummond Surveyor to Lloyd's Register of Shipping.																	

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27'-0" ft., R.Q.D. 6'-0" ft., Bridge 64'-0" ft., Forecastle (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 should appear in the Register Book) 1. Dth Stth

Official No. ; Signal Letters State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside Pt cement + Pt paint Outside 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.
Double bottom, aft, fuel oil N ^o 5	46-0	81-4	Fore peak tank, water	14-0
Double bottom, under Engines and Boilers, oil N ^o 4	48-0	131-0	After peak tank, water	15-0
Double bottom, if under Boilers only, water N ^o 3	18-0	54-0	Deep tank, aft,	
Double bottom, if under Boilers only, oil N ^o 2	48-0	131-0	Deep tank, forward,	
Double bottom, forward, oil N ^o 1	44-0	79-0	Other tanks, if fitted, 3 settling tanks, oil capacity	
Total capacity of double bottom		476-4	(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. 164

Date 22/11/19

No. 493 in builder's yard.

DATES OF SURVEYS held while building

1919 December 17-24
1920 Jan 2-6-10-14-20-23-27-30
Feb 4-6-10-12-13-18-19-20-24-25-27-28
Mar 1-4-8-11-17-22 April 1-2-8-13-16-23-27
May 1-4-5-7-11-13-20-24-28-29 June 7-20 July 2-20

Total No. of Visits

Surveyor's Signature

Frank Edward B. Dransfield
Foundation