

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches in Ship.			
WEB-FRAMES, in Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
" " " " brdth. & thickness				STEM, moulding and thickness			
" " " " No. of Side Stringers " " "				STERN-POST for Rudder do. do.			
WEB-FRAMES, in E. & B. Space, No. and spacing				" " " " for Propeller			
" " " " brdth. & thickness				RUDDER—A x D* Table 22. Speed 11 Knots			
WEB-FRAMES, in After Body, No. and spacing				" Main-Piece, diameter at head			
" " " " brdth. & thickness				" " " " at heel			
" " " " No. of Side Stringers " " "							
" " " " Size of Face Angles to Web-Frames							
BRACKET PLATES to Stringers between Web Frames, depth and thickness							
BULKHEADS.				RUDDER, how constructed			
Number, Thickness, STIFFENERS.				" Thickness of Single Plate			
Vessel, Rule, Horizontal, Vertical, Size, Spacing, Size, Spacing, Single or Double Frames, Height up, state deck.				Can the Rudder be unshipped afloat?			
W.T. BULKHEADS				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.			
13 BULKHEADS TO UPPER DECK & 4 BULKHEADS TO 2 ND DECK SIDES & TOP OF EXPANSION TRUNK.				CENTRAL IRON & STEEL CO. NORTH STEEL CO.			
Q.T. BULKHEADS				WORKS. BETHLEHEM STEEL CO.			
15 15 52-38 10-3-5 4-15 2-8 3-4 4-6 8-10 Double U.D.K.				Has the Steel been tested as required by the Rules?			
ARTER PEAK				YES BY AMERICAN BUREAU OF SHIPPING.			
" COLLISION "							
" PARTITION "							
LONGITUDINAL							
Are the outside Plates doubled two spaces of Frames in length?							
Are the Sluice Valves and Watertight Doors in efficient working order?							
PLATING.				RIVETING.			
AS IN SHIP.				PER RULE OR AS APPROVED.			
STRAKES.				EDGES			
Breadth, Thickness, Thickness, Thickness, Breadth, Thickness.				Ordinary or Joggled? Ordinary Rivets.			
Flat Plate Keel				Double or Treble and for what Length.			
Garboard or A Strake				Rivets.			
State actual thickness in top of Double Bottom				Straps.			
B "				If Lapped.			
C "							
D "							
E "							
F "							
G "							
H "							
I "							
J "							
K "							
L "							
M "							
N "							
O "							
P "							
Q "							
R "							
S "							
T "							
U "							
V "							
W "							
THICKNESS OF SHEER STRAKE							
Do. of STRAKE BELOW							
DELG. of Flat Plate Keel							
" Sheerstrakes							
Length and thickness.							
POOP SIDES							
SHORT BRIDGE SIDES							
FORECASTLE SIDES							
Upper Deck				Butts of Side Stringers			
Stringer Plate				" Tie Plates			
Second Deck				Inner Bottom Plating, riveting of Edges			
Stringer Plate				Centre Girder Butts, Treble			
				Frames, riveted through Plates with			
				Rivets, state whether Iron or Steel			
FRAMES extend in one length from				State if ordinary or joggled			
REVERSED FRAMES on floors and frames extend from				State if ordinary or joggled			
MASTS, SPARS, &c.							
Material, Total Length, Diameter and Thickness, Head, No. of Plates in round, Number, Size, Scams, Riveting.							
LOWER MASTS							
Fore							
Main							
Mizen							
Bowsprit							
Topmasts, Yards and Remainder of Spars							
Rigging, Material and Size, Shrouds							
Sails, NONE							

EQUIPMENT No. 41200				LETTER 57				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				WEIGHT, EX. STOCK.				TEST, PER CERTIFICATE.				Description of Anchor.			
1st Bower				59 10 0				59 10 0				BALDT			
2nd "				59 10 0				59 10 0				" "			
3rd "				59 10 0				59 10 0				" "			
4th "				59 10 0				59 10 0				" "			
Stream				26 7 2				26 7 2				ADIRAL			
Kedge				12 3 5				12 3 5				" "			
Particulars of Drop Test of Cast Steel Anchors, viz.:				1st Bower				60-0-5. E.I.E. 11387. 2-7-23.							
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				2nd "				59-1-14. E.I.E. 11388. 2-7-23.							
				3rd "				47-0-1. ABS. 24285. 5-8-19.							
				4th "				STREAM. 19-1-14. ABS 24891. 22-10-19. KEDGE. 10-1-22. ABS. 24893. 22-10-19.							
CHAIN CABLES.				HAWERS AND WARPS.											
Number of Certificate.				Length and size supplied.				Test per Certificate.				Description.			
A.B. 32004				165 2-8 1/2				165 2-8 1/2				U.S. CHAIN & WIRE CO. PHILADELPHIA. 22-3-23.			
A.B. 1808				12 1/2				12 1/2				BALDT & CO. PHILADELPHIA. 22-3-23.			
A.B. 1820				12 1/2				12 1/2				BALDT & CO. PHILADELPHIA. 22-3-23.			
A.B. 1820				12 1/2				12 1/2				BALDT & CO. PHILADELPHIA. 22-3-23.			
A.B. 1820				12 1/2				12 1/2				BALDT & CO. PHILADELPHIA. 22-3-23.			
Boats				4 LIFEBOATS & 1 WORKING BOAT.				Steering Gear, Steam				AMERICAN ENG. CO.			
Pumps, Number				NONE				Diameter of Barrel				State whether they are in efficient working order			
Windlass				STEAM BY THE WHEELAND CO. CHATTANOOGA, TENN.				Capstan				NONE			
Engine Room Skylights				How constructed?				STEEL PLATES & ANGLES.				What arrangements for deadlights in bad weather?			
Coal Bunker Openings				How constructed?				NONE				How are lids secured?			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.				9 SCUPPERS EACH SIDE. 10 FREEING PORTS EACH SIDE 30 x 18.				Cargo Battens, thickness and material				IN FOR 7. DKS 5 1/2 x 1 3/4 W. WOOD.			
Ceiling in Holds, thickness and material				ON DEEP TANK TOP 2 1/2 IN WOOD ON 2 GROUNDS.				Hatches, If strong and efficient?				YES.			
Cargo Hatchways				How formed?				STEEL PLATES & ANGLES.				9 PAIRS O.T. HATCHES.			
State size No. 1 Hatch (Forward)				8-0 x 15-0				No. 2 Hatch				7-1 1/2 x 7-1 1/2			
No. 3 Hatch				6-0 x 4-6				No. 4 Hatch				6-0 x 4-6			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				21 HATCH - 1 SHIFTING BEAM, NO FORE & AFTERS.				No. of Breasthooks				FIVE.			
No. of Crutches				DEEP FLOORS.											
Bulwarks, height above deck and description				FEET 6, ART 3-6, STEEL PLATE 4-4, BASTING 6-3.				Main Rail, material and size				BANGLE 6 x 3 x 38.			
The foregoing is a correct description.								Surveyor's Signature				E. J. Evans.			
Builder's Signature (here only)								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)											
Workmanship				Are the butts of plating planed or otherwise fitted?				PLANED WHERE PRACTICABLE.							
Is the riveted work properly closed?				YES.				Do the holes for riveting plate to frames, butt straps, or plate							
Are the liners between the frames and plates solid single pieces?				YES.				Are the rivet holes well and sufficiently countersunk in the plate and punched							
to plate, &c., conform well to each other?				YES.				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?				OR OVERLAPPED? YES.				State results of tests				SATISFACTORY.			
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.				General Remarks (State quality of workmanship, &c.)							
This vessel has been specially surveyed with a view to classification in the Register Books. The scantlings are in accordance with the Rules, the approved plans and Secretary's letters of above dates.															
The quality of workmanship is good throughout.															
all cargo oil tanks, cofferdams, oil fuel tanks, fore & after peak tanks, deep tanks and double bottom tanks have been tested as per Rules for new vessels and found satisfactory.															
Plans of midship section, general arrangement and oil-tight bulkheads also copy of interim certificate are forwarded herewith.															
Sister vessel M.V. "MILLER COUNTY," Report No. 4624.															
NOTATION: "P. GEN."															
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.															
Fees applied for, 12 SEP 1923								New York.				3/10/23			
The amount of Entry Fee \$ 50.00								Received by me, 4-12-1923							
Special Survey Fee \$ 140.50															
Travelling Expenses, if any \$ 35.00															
State whether the Vessel has been built under Special Survey				No.											
I am of opinion this Vessel should be Classed				100A1											
With, or without Freeboard, as condition of Class				WITHOUT.											
Committee's Minute				New York SEP 11 1923											
Character assigned				100A1											
Note A.P.				Carrying Lat in bulk											
Equipment by				SS No 1-23											
Longit framing				+ LMC-9-23											
East river				DB-23. 200lb											
Midway off															
Girding															
C.L.															

M. V. BIDWELL.

REPORT No 465

PARTICULARS OF LONGITUDINAL FRAMING.

GENERAL REMARK	FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.			
		In Ship.			In Ship. & AS APPROVED			Per Rule or as approved.			Per Rule or as approved.			Rivets in Bulkheads.			
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	
	Framing of $\frac{1}{2}$, L or C	6	3	40				6	3	40							
	Frames in Bridge 'tween Decks	7	3.5	40	7	3.5	35	7	3.5	40	7	3.5	35	7	3.5	35	
	Frames from Uppermost Continuous Deck	7	3.5	40	7	3.5	35	7	3.5	40	7	3.5	35	7	3.5	35	
	" 2	7	3.5	40	7	3.5	35	7	3.5	40	7	3.5	35	7	3.5	35	
	" 3	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	2 ND DECK.	
	" 4	8	3.5	42.5	8	3.5	40	8	3.5	42.5	8	3.5	40	8	3.5	42.5	
	" 5	8	3.5	42.5	8	3.5	42.5	8	3.5	42.5	8	3.5	42.5	8	3.5	42.5	
	" 6	9	3.5	42.5	9	3.5	40	9	3.5	42.5	9	3.5	40	9	3.5	42.5	
	" 7	9	3.5	42.5	9	3.5	42.5	9	3.5	42.5	9	3.5	42.5	9	3.5	42.5	
	" 8	10	3.5	42.5	9	3.5	42.5	10	3.5	42.5	9	3.5	42.5	10	3.5	42.5	
	" 9	10	3.5	42.5	9	3.5	52.5	10	3.5	42.5	10	3.5	42.5	10	3.5	42.5	
	" 10	10	3.5	52.5	DEEP TANK	10	3.5	52.5	10	3.5	52.5	10	3.5	52.5	10	3.5	52.5
	" 11	10	3.5	52.5	10	3.5	52.5	10	3.5	52.5	10	3.5	52.5	10	3.5	52.5	
	" 12-14	13	4.12	50	13	4.12	50	13	4.12	50	13	4.12	50	13	4.12	50	
	" 15-18	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
	" 19	GIRDER	49	x	44	GIRDER	49	x	44	GIRDER	49	x	44	GIRDER	49	x	44
	" 20-24	13	4.12	50	13	4.12	50	13	4.12	50	13	4.12	50	13	4.12	50	
	" 16	LONGITUDINALS ON FLAT OF BOTTOM	FORWARD FITTED WITH BACK BARS	3 1/2 x 3 1/2 x 44													
	Spacing of Longitudinal Frames	Amidships	28' 8"		At Ends	28' 8" to 21'											
	Double Bottoms L, L or C	Tank Top Longitudinals			Bottom												
	Spacing of Longitudinals	Amidships			At Ends												
	Transverses.	In Bridge 'tween Decks	Depth and Thickness	15	38		15	38									
		Face Angles	4	3.5	38		4	3.5	38								
		Lugs to Shell	4	3.5	38		4	3.5	38								
	In Awning, Shelter or Upper 'tween Decks.	Depth and Thickness	18	40	18	40	18	40	18	40							
		Face Angles	4	3.5	44		4	3.5	44								
		Lugs to Shell	4	4	50		4	4	50								
	In Hold.	Depth and Thickness	32	46	32	46	32	46	32	46							
		Face Angles	6	4	68		6	4	68								
		Lugs to Shell	6	6	50		6	6	50								
		Brackets	ONE	44	TWO	44	ONE	44	TWO	44							
	Spacing of Transverse Frames	State if joggled or liners.	110'		96'		110		108								
	Longitudinal Beams of $\frac{1}{2}$, L or C	Bridge Deck	6	3	3 1/2		6	3	3 1/2								
		Awg. or Shldr. Dk.	7	3.5	3 1/2		7	3.5	3 1/2								
		Upper	8	3.5	40		8	3.5	40								
		Second															
		Third															

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 104.75 ft., R.Q.D. ✓ ft., Bridge 36.66 ft., Forecastle 38. (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) 2 DKS (STL) & WEB FRAMES. LONGITUDINAL FRAMING. MBNH. State if Machinery is fitted aft NGHY AFT. Official No. 220637; Signal Letters MBNH. How are the surfaces preserved from oxidation? Inside BY PAINT, CEMENT OR BITUMASTIC. Outside BY PAINT.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors CELLULAR SYSTEM. Double bottom, aft, FRESH WATER. 54.0 548. Double bottom, under Engines and Boilers, FRESH WATER. 54.0 548. Double bottom, if under Engines only, FRESH WATER. 54.0 548. Double bottom, if under Boilers only, FRESH WATER. 54.0 548. Double bottom, forward, FRESH WATER. 54.0 548. Total capacity of double bottom 548. Fore peak tank, WATER BALLAST. After peak tank, WATER BALLAST OR FRESH WATER. Deep tank, aft, WATER BALLAST. Deep tank, forward, WATER BALLAST. Other tanks, if fitted, (If necessary, furnish further information by sketch.) YES. State whether the above have been tested as required by the Rules.

Order for Special Survey No. SECRETARY, N.Y. LETTER. Date 3RD MAY, 1923.

No. 112 in builder's yard. BALTIMORE O.D. & S.B. Co.

DATES of Surveys held while building

1923 MAY 4, 15, 18, 22, JUNE 8, 12, 18, 19, 26, 27, 29, JULY 2, 3, 5, 6, 9, 11, 12, 13, 15, 24, 25, 26, 31, AUG. 1, 2, 9, 15, 22, 24, SEP. 4.

Surveyor's Signature

E. J. Evans.

Lloyd's Register Foundation