

Spar, or Awning Dk. IRON OR STEEL STEAMER.

No. 965.

State if Report is also sent on the Machinery of the Vessel
Port of Philadelphia Date of completion of Report November 2, 1900. Received at London Office MON. 10 NOV 1900
Survey held at Philadelphia Date, First Survey March 10, 1899. Last Survey October 11, 1900.
On the Steel twin Screw Steamship Sierra. Rig Two Masts, Square Rig

TONNAGE under Tonnage Deck... 2714.71 SPAR, ~~AWNING OR PART AWNING DECKED~~ VESSEL, Master B. C. Boudlette
Do. between Tonnage Dk. and Spar... 1285.98
Awning Dk. 1369.50
Total under Upper Dk. 5370.19 CLASS + 100 A-1.

Year of Appointment (1) As Master in service of owner of present vessel: 85
(2) As Master of this vessel: 18 1900

Poop
Bridge House
Forecasts
Houses on Deck
Access of Hatchways
Crown of the Room
Tonnage
Crown of the Room
FOR FEES...
Engine Room
Navigation Spaces
Half Breadth (moulded) 25.0
Depth from upper part of keel to top of Main Deck Beams 29.3
Girth of Half Midship Frame (as per Rule) 49.75
1st Number 104.05
Length 398
2nd Number 41412
Proportions—Breadths to Length 7.96
Depths to Length—Main Deck to top of Keel 13.58

Built at Philadelphia.
When built 1900. Launched May 29, 1900.
By whom built The M. Gramp & Sons S & O Co.
Owners Oceanic Steamship Co.
Managers J. S. Sprukels Sons & Co.
(Where necessary to be entered in Reg. Book.)
Residence San Francisco
Port belonging to San Francisco

er Tonnage 3756 Destined Voyage San Francisco X Surveyed while Building, ~~Afloat, or in Dry Dock~~
Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar 398 — 50 — 34.0 Spar or Awning Dk. Beams 26 3 1/2 8 1/2 Power of Horse. No. of Decks with flat laid four
er Rule. 398 — 50 — 34.0 Main Deck Beams 26 3 1/2 8 1/2 Engines 1036 No. of Tiers of Beams four
Dimensions of Ship per Register, Length 400 breadth 50.2 depth 25.9 Moulded depth, ft. 28 ins. 3 To Main Dk. Round up of Beam, Main Dk. 12 1/2 ins.

FRAMING.				FORGINGS AND CASTINGS.			
Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	16ths or 20ths per Rule Or as Approved.	Inches in Ship.	Inches per Rule Or as Approved.
IB, Angles, or <u>7</u> <u>1/2</u> Bars, for $\frac{1}{2}$ length amidships	<u>7 1/2</u> <u>3 1/2</u>	<u>13</u> <u>20</u>	<u>7 1/2</u> <u>3 1/2</u>	KEEL, Bar or Side Plates, depth and thickness	<u>11 1/2</u> <u>3 1/8</u>	<u>11 1/2</u> <u>3 1/8</u>	
for $\frac{1}{2}$ at each end		<u>12 1/2</u> <u>10</u>		STEM, moulding and thickness			
in way of Double Bottoms at Solid Floors	<u>6</u> <u>3 1/2</u>	<u>10</u> <u>10</u>	<u>6</u> <u>3 1/2</u>	STERN-POST for Rudder do. do.			
" " at intermdt. Bkts.				" " for Propeller			
" " of Frames from moulding edge to	<u>24</u>		<u>24</u>	MAIN PIECE of Rudder, diameter at head	<u>10 1/2</u>	<u>10 1/2</u>	
adding edge, all fore and aft				" " at heel	<u>5 1/4</u>	<u>5 1/4</u>	
ERSED FRAME, Angles	<u>3 1/2</u> <u>3 1/2</u>	<u>9 1/2</u> <u>9 1/2</u>	<u>3 1/2</u> <u>3 1/2</u>	RUDDER, how constructed <u>Cast Steel, as p. app. Plan.</u>			
FRAMING, depth of girder	<u>39</u> <u>10</u>	<u>20</u> <u>10</u>	<u>39</u> <u>10</u>	Can the Rudder be unshipped afloat? <u>Yes.</u>			
ORS, depth and thickness of Floor Plate				KEELSONS AND STRINGERS.			
at mid-line for $\frac{1}{2}$ length amidships	<u>32</u> <u>10</u>	<u>20</u> <u>10</u>	<u>32</u> <u>10</u>	CENTRE LINE KEELSON, Vertical Plate above			
in way of Engines and Boilers				floors, Through Plate, or Intercoastal Plate			
thickness at the ends of vessel	<u>48</u>		<u>48</u>	" Rider Plate			
depth at $\frac{1}{2}$ the half-bdth. as per Rule	<u>6 1/2</u> <u>4 1/2</u>	<u>10</u> <u>10</u>	<u>6 1/2</u> <u>4 1/2</u>	" Bulb Plate to Intercoastal Keelson			
height extended at the Bilges	<u>6 1/2</u> <u>4 1/2</u>	<u>10</u> <u>10</u>	<u>6 1/2</u> <u>4 1/2</u>	" Horizontal Plates on Floors			
ORS & BRACKETS, in Cell Dble Bottoms	<u>3 1/2</u> <u>3 1/2</u>	<u>9 1/2</u> <u>9 1/2</u>	<u>3 1/2</u> <u>3 1/2</u>	Angles			
Distance apart	<u>48</u>		<u>48</u>	SIDE KEELSON, Angles			
RE GIRDER, in Double bottom, depth	<u>32</u> <u>10</u>	<u>20</u> <u>10</u>	<u>32</u> <u>10</u>	" Bulb or Plate above floors, for			
and thickness	<u>4</u> <u>4</u>	<u>10</u> <u>10</u>	<u>4</u> <u>4</u>	" Intercoastal Plate, for			
" Angles, Top	<u>48</u>		<u>48</u>	" Attached to outside plating with Angle			
" " Bottom	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	BILGE KEELSON, Angles			
GIRDERS, number and thickness	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Bulb or Plate above floors, for			
Angles	<u>48</u>		<u>48</u>	" Intercoastal Plate, for			
AIN PLATE, depth (exclusive of flange)	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Attached to outside plating with Angle			
and thickness	<u>48</u>		<u>48</u>	BILGE STRINGER Angles			
R BOTTOM PLATING, breadth and	<u>6</u> <u>3</u>	<u>12</u> <u>10</u>	<u>6</u> <u>3</u>	" Bulb Plate, for			
thickness of Middle Line Strake	<u>48</u>		<u>48</u>	" Intercoastal Plate, for			
" thickness in Engine and Boiler space	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Attached to outside plating with Angle			
Remainder in Holds	<u>48</u>		<u>48</u>	SIDE STRINGER Angles			
IS, Spar or Awning Deck, Single Angle	<u>10</u> <u>3 1/2</u>	<u>12</u> <u>10</u>	<u>10</u> <u>3 1/2</u>	" Bulb or Intercoastal Plate, for			
Bulb Angle, Plate or Tee Bulb	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Attached to outside plating with Angle			
Angles on upper edge	<u>48</u>		<u>48</u>	Spar, or Awning Deck Stringer Plates,			
Average space	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	breadth and thickness	<u>60</u> <u>1 1/2</u>	<u>60</u> <u>1 1/2</u>	
IS, Main Deck, Single Angle, Bulb	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Angle on ditto	<u>4</u> <u>4</u>	<u>4</u> <u>4</u>	
Angle, Plate or Tee Bulb	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Tie Plates, fore and aft, outside Hatchways			
Angles on upper edge	<u>48</u>		<u>48</u>	Diagonal Tie Plates, No. of prs.			
Average space	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	Deck, * <u>Iron</u> or Steel, for <u>entire</u> lng.	<u>8-7</u>	<u>8-7</u>	
IS, Lower Deck, Single Angle, Bulb	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	Wood Deck. Material & thickness <u>Iron</u>	<u>20</u> <u>3</u>	<u>20</u> <u>3</u>	
Angle, Plate or Tee Bulb	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	Main Deck Stringer Plate, breadth & thickness	<u>60</u> <u>1 1/2</u>	<u>60</u> <u>1 1/2</u>	
Angles on upper edge	<u>48</u>		<u>48</u>	" Angles on ditto, No. <u>two</u>	<u>4</u> <u>4</u>	<u>4</u> <u>4</u>	
Average space	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Tie Plates, outside Hatchways			
IS, Hold, or Orlop, Plate or Tee Bulb	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	Diagonal Tie Plates, No. of prs.			
Angles on upper edge	<u>48</u>		<u>48</u>	Deck, * <u>Iron</u> or Steel, for <u>entire</u> lng.	<u>8-7</u>	<u>8-7</u>	
Average space	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	Wood Deck. Material & thickness <u>Iron</u>	<u>20</u> <u>3</u>	<u>20</u> <u>3</u>	
IS, Poop Deck, Angle, Bulb Angle, Plate	<u>6</u> <u>3</u>	<u>12</u> <u>10</u>	<u>6</u> <u>3</u>	Lower Deck Stringer Plates, br'dth & thckn's	<u>53</u> <u>10</u>	<u>53</u> <u>10</u>	
or Tee Bulb	<u>48</u>		<u>48</u>	" Angles on ditto, No. <u>two</u>	<u>4</u> <u>4</u>	<u>4</u> <u>4</u>	
Angles on upper edge	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Tie Plates, outside Hatchways			
Average space	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	Deck, * Material and thickness <u>Steel</u>	<u>7</u> <u>10</u>	<u>7</u> <u>10</u>	
IS, Bridge Deck, Angle, Bulb Angle, Plate	<u>6</u> <u>3</u>	<u>12</u> <u>10</u>	<u>6</u> <u>3</u>	Hold, or Orlop Stringer Plate, br'dth & thckn's	<u>40</u> <u>10</u>	<u>40</u> <u>10</u>	
or Tee Bulb	<u>48</u>		<u>48</u>	" Angles on ditto, No. <u>two</u>	<u>4</u> <u>4</u>	<u>4</u> <u>4</u>	
Angles on upper edge	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Tie Plates, outside Hatchways			
Average space	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	Deck, Material and thickness <u>Steel</u>	<u>7</u> <u>10</u>	<u>7</u> <u>10</u>	
IS, Forecastle Deck, Angle, Bulb Angle,	<u>6</u> <u>3</u>	<u>12</u> <u>10</u>	<u>6</u> <u>3</u>	Poop Deck Stringer Plate, breadth & thickness			
Plate or Tee Bulb	<u>48</u>		<u>48</u>	" Angles on ditto			
Angles on upper edge	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	" Tie Plates			
Average space	<u>12</u> <u>3 1/2</u>	<u>13</u> <u>10</u>	<u>12</u> <u>3 1/2</u>	Deck, Material and thickness			
IS, In tween Deck, size and spacing	<u>5</u> <u>4 1/2</u>	<u>7-9</u> <u>11</u>	<u>5</u> <u>4 1/2</u>	Bridge Deck Stringer Plate, br'dth & thickness			
" Hold	<u>5</u> <u>5</u>	<u>12</u> <u>10</u>	<u>5</u> <u>5</u>	" Angle on ditto			
Quarter, 'tween Dks., "	<u>5</u> <u>4 1/2</u>	<u>7-9</u> <u>11</u>	<u>5</u> <u>4 1/2</u>	" Tie Plates			
" in Hold	<u>5</u> <u>5</u>	<u>12</u> <u>10</u>	<u>5</u> <u>5</u>	Deck, Material and thickness			
FRAMES, In Fore Body, No. and spacing	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	Forecastle Deck Stringer Plate, br'dth & th'kns			
" " br'dth. & thickness	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	" Angle on ditto			
No. of Side Stringers	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	" Tie Plates			
WEB FRAMES, In E. & B. Space, No. & spacing	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	Deck, Material and thickness			
" " br'dth. & thickness	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	Are the outside Plates doubled two spaces of Frames in length? <u>Yes.</u>			
" " br'dth. & thickness	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>				
No. of Side Stringers	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>	<u>21</u> <u>10</u>				
Size of Angles or Tee Bars to Web Frames	<u>3 1/2</u> <u>3 1/2</u>	<u>10</u> <u>10</u>	<u>3 1/2</u> <u>3 1/2</u>				
BRACKET PLATES to Stringers between	<u>3 1/2</u> <u>3 1/2</u>	<u>10</u> <u>10</u>	<u>3 1/2</u> <u>3 1/2</u>				
Web Frames, depth and thickness	<u>3 1/2</u> <u>3 1/2</u>	<u>10</u> <u>10</u>	<u>3 1/2</u> <u>3 1/2</u>				

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. EDGES. BUTTS. 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.?

espondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) 15.17. April 5. 15.26. May 12. June 14. Oct 2. Dec 9. Are the butts of plating planed or otherwise fitted? planed. riveted work properly closed? Yes. Do the holes for riveting plate to frames, butt straps, or plate liners between the frames and plates solid single pieces? Yes. Are the rivet holes well and sufficiently countersunk in the plate and punched plate, &c., conform well to each other? Yes. Do any rivets break into or through the seams or butts of plating? No. Do the butts of Plating, Stringers, &c., properly shifted and strapped? Yes. General Remarks (State quality of workmanship, &c.) This vessel has been constructed and completed in accordance with the Plans submitted and the Material and Workmanship appears satisfactory. The Material has been tested as per accompanying Test Reports. Some deficiencies have been compensated for as follows: Centre Keelson and Angles on same have slightly below thickness, a side plate, 14' x 10' 1/2", has been fitted under middle strake of top plating on both bottom, and top angles on 4' keelsons. The floors under articles, slightly below thickness, were used 1 down, 2 up Rules; Floors under boilers, not increased in thickness, compensated for by extra partial floors, as per sketch approved. The outside plating being slightly below thickness, was compensated for by doubling main sheerstrake for 1/2 to amidships. Pickleple riveted buttlaps having been arranged by 1/2 to amidships, at 10 buttlaps, at each end, on each side (40' x 11') found above rule width, and only table riveted. These, being outside strakes, were fitted with an extra inside butt strap, taking in the frame rivets beyond Buttlap, as per sketch. The deck beams were found slightly below thickness, compensated for by fitting ridgebars of double angles, 3' x 3' 1/2", to quarter sections. Two sister keelsons, 'Sonoma' and 'Ventura' are now being finished. The doubling of main sheerstrake also considered as compensating for omission of double buttlaps on main- and spandark stringer plates. PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop, — ft., R.Q.D. or Break — ft., Bridge Dk. — ft., Forecastle — ft. feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. 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 could appear in the Register Book). 3 butts and spandark, steel, spar + main deck wood sheathed. Official No. 116. 996; Signal Letters K.P. H.P. How are the surfaces preserved from oxidation? Inside 3 coats of paint + bottom cemented outside 3 coats of paint. PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system Yes. State whether the above have been tested as required by the Rules Yes. 1st. On the several parts of the frame, when in place, and before the plating was wrought. 2nd. On the plating during the process of riveting. 3rd. When the beams were in and fastened, and before the decks were laid. 4th. When the ship was complete, and before the plating was finally coated or cemented. 5th. After the ship was launched and equipped. Fees applied for, Receipts per hull Certificate to be sent to Philadelphia. Received by me, 287. 7. 2 \$428.48. Date 29. 1900. Expenses 124. 26 Cents. Opinion this Vessel should be Classed + 100 A-1. Spandark - A.C.P.S. without. Surveyor to Lloyd's Register of British and Foreign Shipping. Committee's Minute. Character assigned. 100A1 Steel Spar dk. + 2 UNC 10,00.