

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

2952

Date of completion of report

State of Report is also sent on the Machinery of the Vessel

Survey held at

Date, First Survey

Last Survey

No.

1918

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

TONNAGE under

Tonnage Deck

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

Total under Upper Dk.

Do. of Poop

Do. of R.O.Dk. TRUNK

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

FOR FEES

ine Room

igation Spaces

r Tonnage

on Beam

CLASS

FEET.

Breadth (greatest moulded)

Depth, at middle of length from top of keel to top of

Transverse Number

Length on deck from fore part of stem to after part of

Longitudinal Number

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

Proportions—Depths to Length—Upper Deck Beam at

" " Long Bridge Deck

" " Beam at side to top of keel

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock

Both

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
377	8	Moulded	55	0	Do. do. do. do.	Second Dk. Beams	30	7 1/2	one
									No. of Tiers of Beams
									none.

Moulded depth, ft.	42	ins.	5	To Bridge Dk.	Round of Upper	13 1/4	ins.
Moulded depth, ft.	34	ins.	5	To Upper Dk.	Dk. Beam, Actual		

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

ME, Angles, or Bars amidships	15	—	40	15	—	40			
-------------------------------	----	---	----	----	---	----	--	--	--

in peaks	7	3 1/2	15	7	3 1/2	15			
----------	---	-------	----	---	-------	----	--	--	--

in way of Double Bottoms at Solid Floors	2 1/2	3 1/2	9.8	3 1/2	3 1/2	9.8			
--	-------	-------	-----	-------	-------	-----	--	--	--

" " at intermdt. Bkts.	7	3 1/2	15	7	3 1/2	15			
------------------------	---	-------	----	---	-------	----	--	--	--

ing of Frames from centre to centre amidships	27	—	—	27	—	—			
---	----	---	---	----	---	---	--	--	--

" " from #	27	—	—	27	—	—			
------------	----	---	---	----	---	---	--	--	--

" " length to Collision bulkhead	24	1/2	15	24	1/2	15			
----------------------------------	----	-----	----	----	-----	----	--	--	--

" " in peaks	3 1/2	3 1/2	9.1	3 1/2	3 1/2	9.1			
--------------	-------	-------	-----	-------	-------	-----	--	--	--

VERSE FRAME, Angles	3 1/2	3 1/2	9.8	3 1/2	3 1/2	9.8			
---------------------	-------	-------	-----	-------	-------	-----	--	--	--

in way of Double Bottoms at Solid Floors	7	3 1/2	16.5	7	3 1/2	16.5			
--	---	-------	------	---	-------	------	--	--	--

" " at intermdt. Bkts.	15	1/2	—	15	1/2	—			
------------------------	----	-----	---	----	-----	---	--	--	--

FRAMING, depth of girder	—	—	—	—	—	—			
--------------------------	---	---	---	---	---	---	--	--	--

DOORS, depth and thickness of Floor Plate	—	—	—	—	—	—			
---	---	---	---	---	---	---	--	--	--

at mid-line for # length amidships	—	—	—	—	—	—			
------------------------------------	---	---	---	---	---	---	--	--	--

in way of Engine and Boiler Spaces	8	3 1/2	23.2	8	3 1/2	23.2			
------------------------------------	---	-------	------	---	-------	------	--	--	--

thickness at the ends of vessel	8	3 1/2	23.2	8	3 1/2	23.2			
---------------------------------	---	-------	------	---	-------	------	--	--	--

depth at the half breadth, as per Rule	—	—	—	—	—	—			
--	---	---	---	---	---	---	--	--	--

height extended at the Bilges	59 1/2	—	17	59 1/2	—	17			
-------------------------------	--------	---	----	--------	---	----	--	--	--

DOORS in Cell, Double Bottoms	81	—	—	81	—	—			
-------------------------------	----	---	---	----	---	---	--	--	--

state if flanged (top & bottom)	—	—	—	—	—	—			
---------------------------------	---	---	---	---	---	---	--	--	--

Spacing of Solid floors	59 1/2	—	19	59 1/2	—	19			
-------------------------	--------	---	----	--------	---	----	--	--	--

NTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	3 1/2	3 1/2	11.1	3 1/2	3 1/2	11.1			
---	-------	-------	------	-------	-------	------	--	--	--

" " Angles, Top	4	4	15.7	4	4	15.7			
-----------------	---	---	------	---	---	------	--	--	--

" " Bottom	3 1/2	3 1/2	9.8	3 1/2	3 1/2	9.8			
------------	-------	-------	-----	-------	-------	-----	--	--	--

" " to Floors	60	—	17 1/2	60	—	17 1/2			
---------------	----	---	--------	----	---	--------	--	--	--

Brackets at intermdt. frmng., wdth & thkns	70	—	17	70	—	17			
--	----	---	----	----	---	----	--	--	--

DE GIRDERS, number on each side & thickness	20	—	—	20	—	—			
---	----	---	---	----	---	---	--	--	--

state if flanged (top and bottom)	8	3 1/2	25.3	8	3 1/2	25.3			
-----------------------------------	---	-------	------	---	-------	------	--	--	--

" " Angles (top and bottom)	3	3	8.3	3	3	8.3			
-----------------------------	---	---	-----	---	---	-----	--	--	--

" " to Floors	68	—	22 1/2	68	—	22 1/2			
---------------	----	---	--------	----	---	--------	--	--	--

ARGIN PLATE, depth (exclusive of flange)	4	4	12.8	4	4	12.8			
--	---	---	------	---	---	------	--	--	--

" " Angle to Outside Plating	—	—	—	—	—	—			
------------------------------	---	---	---	---	---	---	--	--	--

" " Floors	66	—	17 1/2	66	—	17 1/2			
------------	----	---	--------	----	---	--------	--	--	--

Brackets at intermdt. frmng., wdth & thkns	36	4 1/2	20	36	4 1/2	20			
--	----	-------	----	----	-------	----	--	--	--

Height of Outside Brackets above at bilge	—	—	—	—	—	—			
---	---	---	---	---	---	---	--	--	--

NER BOTTOM PLATING, breadth and thickness of Middle Line Strake	—	—	—	—	—	—			
---	---	---	---	---	---	---	--	--	--

" " in Engine and Boiler space	—	—	—	—	—	—			
--------------------------------	---	---	---	---	---	---	--	--	--

" " Remainder in Holds	10	3 1/2	24.8	10	3 1/2	24.8			
------------------------	----	-------	------	----	-------	------	--	--	--

BEAMS, Upper Deck, Single Angle, Bulb	—	—	—	—	—	—			
---------------------------------------	---	---	---	---	---	---	--	--	--

Angle, Plate, Tee Bulb, or Channel	—	—	—	—	—	—			
------------------------------------	---	---	---	---	---	---	--	--	--

" " In way of Long Bridge	52	—	—	52	—	—			
---------------------------	----	---	---	----	---	---	--	--	--

" " Spacing	—	—	—	—	—	—			
-------------	---	---	---	---	---	---	--	--	--

BEAMS, Second Deck, Single Angle, Bulb	—	—	—	—	—	—			
--	---	---	---	---	---	---	--	--	--

Angle, Plate, Tee Bulb, or Channel	—	—	—	—	—	—			
------------------------------------	---	---	---	---	---	---	--	--	--

" " Spacing	—	—	—	—	—	—			
-------------	---	---	---	---	---	---	--	--	--

BEAMS, Third and Fourth Deck, Single Angle	—	—	—	—	—	—			
--	---	---	---	---	---	---	--	--	--

Bulb Angle, Plate, Tee Bulb, or Channel	—	—	—	—	—	—			
---	---	---	---	---	---	---	--	--	--

" " Angles on upper edge	—	—	—	—	—	—			
--------------------------	---	---	---	---	---	---	--	--	--

" " Spacing	—	—	—	—	—	—			
-------------	---	---	---	---	---	---	--	--	--

BEAMS, Poop Deck, Angle, Bulb Angle, Plate	6	—	15	6	—	15			
--	---	---	----	---	---	----	--	--	--

Angle, Tee Bulb, or Channel	—	—	—	—	—	—			
-----------------------------	---	---	---	---	---	---	--	--	--

" " Angles on upper edge	27	—	—	27	—	—			
--------------------------	----	---	---	----	---	---	--	--	--

" " Spacing	—	—	—	—	—	—			
-------------	---	---	---	---	---	---	--	--	--

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate	7	—	16.5	7	—	16.5			
--	---	---	------	---	---	------	--	--	--

Angle, Tee Bulb, or Channel	—	—	—	—	—	—			
-----------------------------	---	---	---	---	---	---	--	--	--

" " Angles on upper edge	—	—	—	—	—	—			
--------------------------	---	---	---	---	---	---	--	--	--

" " Spacing	—	—	—	—	—	—			
-------------	---	---	---	---	---	---	--	--	--

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate	7	—	16.5	7	—	16.5			
--	---	---	------	---	---	------	--	--	--

Angle, Tee Bulb, or Channel	—	—	—	—	—	—			
-----------------------------	---	---	---	---	---	---	--	--	--

" " Angles on upper edge	—	—	—	—	—	—			
--------------------------	---	---	---	---	---	---	--	--	--

" " Spacing	—	—	—	—	—	—			
-------------	---	---	---	---	---	---	--	--	--

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

Form No. 1A

Write "Bridge/Star Strake" and "Upper Deck Star Strake" opposite the corresponding letter.

WEB FRAMES.				FORGINGS or CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches per Rule, Or as Approved.		Inches in Ship.	Inches per Rule, Or as Approved.	
WEB-FRAMES, In Fore Body, No. and spacing	5 as appd.	5 as appd.	5 as appd.	KEEL, Bar, depth and thickness	10 1/2 x 2 3/4	10 1/2 x 2 3/4	
" " " brdth. & thickness	36 1/4 x 2 1/2	36 1/4 x 2 1/2	36 1/4 x 2 1/2	STEM, moulding and thickness	9 x 7 1/2	9 x 7 1/2	
" " " No. of Side Stringers	18 1/2	18 1/2	18 1/2	STERN-POST for Rudder do. do.	10 1/2 x 7 1/2	10 1/2 x 7 1/2	
WEB-FRAMES, In E. & B. Space, No. and spacing	3 as appd.	3 as appd.	3 as appd.	" " " for Propeller	10 1/2 x 7 1/2	10 1/2 x 7 1/2	
" " " brdth. & thickness	36 1/4 x 2 1/2	36 1/4 x 2 1/2	36 1/4 x 2 1/2	RUDDER-A x D" Table 22. Speed	10 1/2 x 7 1/2	10 1/2 x 7 1/2	
WEB-FRAMES, In After Body, No. and spacing	2 as appd.	2 as appd.	2 as appd.	" " " Main-Piece, diameter at head	Rudder stock 11"	Rudder stock 11"	
" " " brdth. & thickness	36 1/4 x 2 1/2	36 1/4 x 2 1/2	36 1/4 x 2 1/2	" " " at heel	Main Piece 11 1/2 to 9 3/8	Main Piece 11 1/2 to 9 3/8	
" " " No. of Side Stringers	18 1/2	18 1/2	18 1/2	RUDDER, how constructed	Forged steel frame. Single Plate	Forged steel frame. Single Plate	
Size of Face Angles to Web-Frames	5 x 3 1/2	5 x 3 1/2	5 x 3 1/2	" " " Thickness of Plates or Single Plate	1 1/2	1 1/2	
BRACKET PLATES to Stringers between Web-Frames, depth and thickness	13 1/2	13 1/2	13 1/2	Can the Rudder be unshipped afloat?	Yes	Yes	
Web-Frames increased in way of larger Latchways as per approved Plans				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.?	Steel	Steel	
BULKHEADS.				Carnegie Steel Co. (Homestead, Clarion, Duquesne & Upper Merion Works)			
W.T. BULKHEADS				Has the Steel been tested as required by the Rules?	Yes	Yes	
" COLLISION "							
PARTITION "							
LONGITUDINAL "							
Are the outside Plates doubled two spaces of Frames in length?	Yes						
Are the Staircase Valves and Watertight Doors in efficient working order?	Yes						

PLATING.				RIVETING.			
AS IN SHIP.				PER RULE OR AS APPROVED.			
STRAKES.				BUTTS.			
AMIDSHIP.				AMIDSHIP.			
Breadth. Thickness. Thickness. Thickness.				Breadth. Thickness. Thickness. Thickness.			
FLAT PLATE KEEL	48	42	30	48	42	30	48
GARBOARD or A Strake	25	25	22	25	25	22	25
B	25	25	22	25	25	22	25
C	25	25	20	25	25	20	25
D	25	25	20	25	25	20	25
E	26	20	22	26	20	22	26
F	26	22	19	26	22	19	26
G	26	19	19	26	19	19	26
H	26	19	19	26	19	19	26
J	26	19	19	26	19	19	26
K	26	20	19	26	20	19	26
L	60	98	20	60	98	20	60
M							
N							
O							
P							
Q							
R							
S							
T							
U							
V							
W							

THICKNESS OF STRAKE CLEAR OF LONG BRIDGE Do. OF STRAKE BELOW DECK OF Flat Plate Keel

Sheerstrake increased to 20 1/2 for 128 ft amidship.

POOP SIDES

SHORT BRIDGE SIDES

FORECASTLE SIDES

Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Stringer Plate		Butts of Side Stringers	
Butts riveted for	length amidship.	Butts riveted.	
Straps, single, double or overlapped for	length amidship.	Tie Plates	
Second Deck Stringer Plate		Inner Bottom Plating, riveting of Edges	
Butts, riveted for	length amidship.	Centre Girder Butts, riveted	
Straps, single or overlapped for	length amidship.	Frames, riveted through Plates with	
		Rivets, state whether Iron or Steel	

FRAMES extend in one length from

REVERSED FRAMES on floors and frames extend from

MASTS, SPARS, &c.

	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
			At Partners.	Heel.	Heads.	Heads.		Number.	Size.	Seams.	Butts.
LOWER MASTS	Fore	68.6	24 x 30 lb	24 x 30 lb	11 x 18 lb	2					
	Main	58.6	24 x 30 lb	24 x 30 lb	11 x 18 lb	2					
	Mizen										
Bowsprit											
Topmasts, Yards and Remainder of Spars											
Rigging, Material and Size, Shrouds											
Sails.											

EQUIPMENT No. 34771 LETTER Y

ANCHORS.				TOWAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.	Weight, Ex. Stock.	Weight of Stock.	TEST, PER CERTIFICATE.	Weight Required by Table 31.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
2833	1st Bower	68 3/8	50 5/8	60 0/0	Balldt	Balldt	Ch. 13.4.16.7.4.9
2831	2nd "	63 3/8	49 5/8	60 0/0	"	"	" 13.4.16 "
2825	3rd "	51 3/8	48 6/8	50 3/0	"	"	" 13.4.16 "
	4th "						
2839	Stream	177 3/10	170 2/0	170 2/0			
2821	Kedge	19 3/8	18 1/8	18 1/8			

Particulars of Drop Test of Cast Steel Anchors, viz.:-

Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower Head 2832, 26.0.8 J.W.S. 13.4.16 Stream Head 2839, 13.1.16 J.W.S. 13.4.16

2nd " " 2831 45.3.11 " " Kedge " 2821 6.3.24 " "

3rd " " 2825 37.2.15 " " " 13.4.16 "

4th " " " " " " " " " " " "

CHAIN CABLES.				HAWSERS AND WARPS.			
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Chain Cable.	Length and size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
603	270 2 1/2	120 1/2	120 1/2	120 1/2	Steel	Phillips	Phl 27.12.17

Boats 4 lifeboats

Pumps, Number 4 connected to suction in each side

Windlass is Steam (Hyde Windlass Co.)

Engine Room Skylights.—How constructed? Steel plates angled.

Coal Bunker Openings.—How constructed? Steel plates angled.

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 3 pairs before & 3 pairs abaft bridge (4 1/2 x 2 1/2).

Ceiling in Holds, thickness and material none.

Cargo Hatchways.—How formed? Steel plates angled.

State size No. 1 Hatch (Forward) 15'9" x 3'3" No. 2 Hatch 38'0" x 28'0" No. 3 Hatch 38'3" x 28'0" No. 4 Hatch 15'9" x 28'0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 23.3. Steel Ringed flat cover 5 1/2 x 1.4. 6 x 7 Latches

7 shifting beams to 4 1/2 x 3 1/2 Latches with 3 wood covers No. of Breasthooks 4 No. of Crutches 2

Bulwarks, height above deck and description New York Shipbuilding Corporation Main Rail, material and size Channel 7 x 3 1/2 x 3 1/2 x 16.5 lb.

The foregoing is a correct description.

Builder's Signature (here only) J.D. Magowan

Surveyor's Signature W.W. Aspinall

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) M. 4/5/16

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

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes

Are 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 facing surfaces? Yes

Do any rivets break into or through the seams or butts of the plating? a few only

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 steel screw steamer which is a duplicate of the 36. Glen White Premium vessel has been built in accordance with the approved plans of Midship Section of profile, the Scapi letters of the above dates bearing upon the case & in other respects as required by the rules & regulations for the class contemplated.

The material & workmanship are good.

Copies of the approved midship section of profile herewith

3 forging reports herewith

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.

Freeboard \$50.00

The amount of Entry Fee \$25.00

Special Survey Fee \$805.00

Travelling Expenses \$6.00

Fees applied for, 3/9/1918

Received by me, 21.9.18

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed A-1004.1 Cargo battens not fitted

With, or without Freeboard, as condition of Class without

Committee's Minute New York SEP 10 1918

Character assigned + 1004.1 + Amc 8.18

note: Atch

E.P.C.Y.

J.D.

Elec. dt.

W.W.

W.W. Aspinall

Surveyor to Lloyd's Register of Shipping.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.5 ft., R.Q.D. ☒ ft., Bridge 72.9 ft., Forecastle 31.0 ft. (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 as should appear in the Register Book) 1 dk stl
 Official No. 216767; Signal Letters L.M.N.H. State if Machinery is fitted aft No.
Radio call W.F.E.E.
 How are the surfaces preserved from oxidation? Inside Portland Cement & paint Outside Paint

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

Where Fitted.	*Length.		Where Fitted.	*Length.	
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<u>103.5</u>	<u>52.6</u>	Fore peak tank,		
Double bottom, under Engines and Boilers,	<u>22.5</u>	<u>185.0</u>	After peak tank,		
Double bottom, if under Engines only,	<u>20.5</u>	<u>162.5</u>	Deep tank, aft,		
Double bottom, if under Boilers only,	<u>173.0</u>	<u>958.0</u>	Deep tank, forward,		
Double bottom, forward,		<u>1831.5</u>	Other tanks, if fitted,		
Total capacity of double bottom			(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. 89
 Date April 5th 1916
 No. 192 in builder's yard.

1917. Dec. 10. 13. 15. 18. 24. 28. 1918. Jan. 4. 8. 11. 15. 18. 19. 22. 24. 26. 28. 31.
 Feb. 4. 8. 12. 14. 19. 21. 26. Mar. 4. 11. 19. 26. 27. 29. Apr. 1. 3. 5. 8. 11. 13. 15. 16. 17. 18.
 25. May 1. 6. 7. 9. 15. 20. 23. June 1. 7. 12. 14. 18. 20. July 5. 16. 22. 26. 29. Aug. 6.
 8. 14. 20. 22.

Surveyor's Signature W. H. Ashmole

Rpt. 4.

Date of writing
 No. in S
 Reg. Book.
 Master
 Engines ma
 Boilers ma
 Registered
 Nom. Horse

ENGINE

Dia. of Cyl
 Is the screw
 in the prop
 between the
 liners are
 Dia. of Tum
 collars / 3
 No. of Fee
 No. of Bilg
 No. of Don
 In Engine

No. of Bilg

Are all the b

Are all conn

Are they fix

Are they each

What pipes

Are all Pip

Are the Bilg

Is the Screw

BOILERS

Total Heat

Working P

Can each bo

each boiler A

Smallest dist

Thickness /

long. seams

Per centages

Size of comp

Length of pl

Working pres

Pitch of stay

Material of

Material of

Area at sm

Thickness /

Diameter of

Pitch across

thickness of

Working pre

Diameter

Pitch of rivet

UPERHI

Date of Test

meter of Saf

© 2020

Lloyd's Register
 Foundation