

3 Decks ~~IRON OR~~ STEEL STEAMER.

Received at London Office

FRI. 4 MAR 1904

Date of completion of report 5th Feb 1904
Survey held at Camden N.J.
On the STEEL TWIN SCREW STEAMER "MONGOLIA" (Gardn. 5) Rig Schooner
Tonnage under 6506.64
Tonnage Deck 2474.76
Do. between Tonnage Dk. 2621.41
Total under Upper Dk. 11,602.81
Do. of Poop 908.32
Do. of Bridge House 1094.32
Do. of Forecastle 33.39
Do. of Houses on Dk. 13,638.84
Do. of excess of Hatchways 442.86
Gross Tonnage 442.86
Less Crew Space 442.86
Less above Crown of Engine Room 4364.43
Navigation Spaces 81.45
= 4888.74
Net Tonnage 8750.10/100
Port of PHILADELPHIA
Date, First Survey 19th Feb 1902 Last Survey 29th Jan 1904
No. 1234
Master J. H. Rinden
Year of appointment 1903
Built at Camden N.J.
When built 1904 Launched 25th July 1903
By whom built New York Shipbuilding Co.
Owners C. H. Harriman Esq.
Managers (Where necessary to be entered in Reg. Book.)
Residence 129 Broadway New York.
Port belonging to New York.
Destined Voyage San Francisco. If Surveyed while Building, Afloat, or in Dry Dock Special Survey.

Length 600' breadth 65'3" depth 39'1" moulded depth, ft. 43 ins. 4' To Upper Dk. Round of Upper Dk. Beam, Actual 8 1/2 ins.

FRAMING.

	Inches in Ship	Inches in Ship	20ths in Ship	Inches per Rule	Inches per Rule	20ths per Rule
ME, Angles, or 2, 3, or 4 Bars for 1/2 length amidships	9	4	13	9	4	13
for 1/2 at each end (CHANNELS)	9	3.85	11	9	3.85	11
in way of Double Bottoms at Solid Floors	4	4	11	4	4	11
IN PEAKS	6	4	12	6	4	12
once of Frames from moulding edge to moulding edge, all fore and aft	30	28	30	28	30	28
PERSED FRAME, Angles IN PEAKS	6	4	11	6	4	11
FRAMING, depth of girder	3 1/2	3 1/2	10	3 1/2	3 1/2	10
ORS, depth and thickness of Floor Plate at mid line for 1/2 length amidships	58	30	11	58	30	11
in way of Engines and Boilers	58	15	58	15	58	15
thickness at the ends of vessel	4	4	13	4	4	13
depth at 1/2 the half breadth, as per Rule	5	5	16	5	5	16
height extended at the Bilges	4	4	13	4	4	13
ORS & BRACKETS in Cell Dble Bottoms	58	30	11	58	30	11
Distance apart	58	15	58	15	58	15
TRE GIRDER, in Double bottom, depth and thickness	4	4	13	4	4	13
Angles, Top	5	5	16	5	5	16
Bottom	4	4	13	4	4	13
E GIRDERS, number on each side & thickness	THREE	10	THREE	10	THREE	10
Angles	3 1/2	3 1/2	11	3 1/2	3 1/2	11
IGIN PLATE, depth (exclusive of flange) and thickness	44	14	44	14	44	14
Angles to Outside Plating	4	4	13	4	4	13
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	60	13	60	13	60	13
in Engine and Boiler space	E 20-14	B 13-20	E 4-B 13-20	E 20-14	B 13-20	E 4-B 13-20
Remainder in Holds	11	11	11	11	11	11
MS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3.85	10	9	3.85	10
Angles on upper edge	30	30	30	30	30	30
Average space	9	3.85	10	9	3.85	10
MS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3.85	10	9	3.85	10
Angles on upper edge	30	30	30	30	30	30
Average space	9	3.85	10	9	3.85	10
MS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	9	3.85	10	9	3.85	10
Angles on upper edge	30	30	30	30	30	30
Average space	9	3.85	10	9	3.85	10
MS, Hold, or Orlop, Plate or Tee Bulb	9	3.85	10	9	3.85	10
Angles on upper edge	30	30	30	30	30	30
Average space	9	3.85	10	9	3.85	10
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	9	3.85	10	9	3.85	10
Angles on upper edge	30	30	30	30	30	30
Average space	9	3.85	10	9	3.85	10
MS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb	8	3 1/2	10	8	3 1/2	10
Angles on upper edge	30	30	30	30	30	30
Average space	9	3.85	10	9	3.85	10
MS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	5	5	16	5	5	16
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[illegible]

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) (M) 30 Oct# 1903.

W. S. Hanbury: 1901-5 Feb.; 14 Mar.; 1-2 Apr.; 17-20 May; 6 June; 31 Aug.; 11-16-18-23-30 Sep.; 3-15-31 Oct.; 8-9-13-22 Nov.; 14-17-18-23-26-31 Dec.; - 1902-1-7-18-20-28-29-30-31 Jan.;

Workmanship. Are the butts of plating planed or otherwise fitted? PLANED & OVERLAPPED 13-20-27-28 Feb.; 20 Mar.; 2-31-24 Apr.; 12-22-23 May; 2-5-12 June; 3-22 July;

Is the riveted work properly closed? YES 17 Nov. 23 Dec. - 1903 - 8 Jan. 17 Feb. 4 - 18-22 May June July Aug. 1904 - 2 Feb.

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 plating? A VERY FEW.

YES

Are the butts of Plating, Stringers, &c., properly shifted and strapped? YES. State results of tests SATISFACTORY.

Have all the upper and weather decks been tested as required by the Rules (Sec. 23, par. 24)? YES. State results of tests SATISFACTORY.

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

If the vessel has been built in accordance with the

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

General Remarks (State quality of workmanship, &c.) *This vessel has been built in accordance with the approved plans (now enclosed), the Secretary's and W. Stanbury's letters as stated above and in other respects in conformity with the Rules; the material and workmanship are good.*

The freeboard has been marked on the sides of the vessel as per the Secretary's letter (M) 30th Oct. 1903.

The vessel placed in dry dock at Newport News and the bottom and rudder examined and found in good condition, now cleaned and recoated.

~~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 — ft., Bridge Dk 203.75 ft., P'castle — ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated CONTINUOUS SHELTER DECK.

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) 4 DKS. (STL - U.S.S.) + SHELTER DE (STL - W.S.)
Official No. 200,493 ; Signal Letters K.S.T.H.
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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	160	678	Fore peak tank,	-	123
Double bottom, under Engines and Boilers,	112.5	678	After peak tank,	-	89
Double bottom, if under Engines only,	-	-	Midship deep tank, <i>FOR² OF MACHY SPACE</i>	35	978
Double bottom, if under Boilers only,	-	-	<i>D² D² AFT " " " " 67677</i>	25	584
Double bottom, forward,	229	944	Other tanks, if fitted, <i>" " " " 77691</i>	35	588

(If necessary, furnish further information by sketch.)

25.79 Whether the above have been tested as required by the Rules. *YES.*

* 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. 27

Date 7TH FEBY 1902

No. 5 in builder's yard.

DATES of Surveys held while building

19TH FEBRUARY 1902 TO 29TH JANUARY 1904

Total No. of Visits 191

The amount of Entry Fee.....#	:25.00	Fees applied for, 3 rd FEBY 1904
Special Survey Fee ...#	18.93.00	Received by me,
NEW YORK SURVEY ^{rs} Travelling Expenses, if any #	:50.00	18 th FEBY 1904
FLYLA SURVEY #	28.00	<i>Dr. W. A.</i>

Certificate to be sent to PHILADELPHIA

State whether the Vessel has been built under Special Survey YES.
I am of opinion this Vessel should be Classed *-100 A1 "SHELTER DECK" "STEEL"
With, or without Freeboard, as condition of Class WITH FREEBOARD.

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

Committee's Minute

TUES. 8 MAR 1904

Character assigned

100A Steel
Shelter dk.

W. 152. 2. 10. 4

+ Lmc 1.04 70