

With or Without Disconnected Erections.

STEEL STEAMER.

State if Report is also sent on the Machinery of the Vessel. *yes*

REC'D NEW YORK *March 15, 1917*

Date of completion of report *2nd March 1917*
Survey held at *Baltimore, Md.*

Port of *Baltimore, Md.*
Date, First Survey *0th June 1916*

No. *2655*
Last Survey *24th Feb'y* 1917

On the (State if Single, Twin, or Triple Screw) *Single Screw Motor "Golden Bears"*

TONNAGE under Tonnage Deck... *2993.94*

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

Total under Upper Dk. *2993.94*

Do. of Poop *✓*

Do. of R.Q.Dk. *✓*

Do. of Bridge House *✓*

Do. of Forecastle *✓*

Do. of Houses on Dk. *✓*

Do. of excess of Hatchways *259.88*

Do. above Crown of Engine Room *✓*

Gross Tonnage *3253.82*

Less Crew Space *✓*

Less above Crown of Engine Room *✓*

TONNAGE FOR FEES *3253.82*

Less Engine Room *✓*

Less Navigation Spaces *1228.35*

Register Tonnage as cut on Beam *2025.47*

CLASS *100 A.1*

Breadth (greatest moulded) *47.0*

Depth, at middle of length from top of keel to top of upper deck beams at side *28.0*

Transverse Number *15.0*

Length on deck from fore part of stem to after part of stern post *293.0*

Longitudinal Number *21975*

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

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *10.46*

Long Bridge Deck Beam at side to top of keel *✓*

Destined Voyage *Port Arthur, Texas*

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

Rig *Schooner*

Master *H. Habel*

Year of appointment *1917*

Built at *Baltimore, Md.*

When built *1917* Launched *28 Oct. 1916*

By whom built *Baltimore Shipbuilding & Repairing Co.*

Owners *Continental Transportation Co.*

Managers *H. J. Payne*

Residence *Hotel Building, Richmond, Va.*

Port belonging to *Wilmington, Del.*

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
	293	0		47	0	Do. do. do. do. Second Dk. Beams	27	11 3/4	Two

Moulded depth, ft. ins.	28	0	To Bridge Dk. Round of Upper Dk. Beam, Actual	11 3/4	ins.
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Dimensions of Ship per Register, Length <i>292.3</i> breadth <i>47.2</i> depth <i>26.9</i>	Moulded depth, ft. ins.	28	0	To Upper Dk. Dk. Beam, Actual	11 3/4	ins.
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FRAMING.	Inches in Ship.	Inches in Ship.	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.	Inches in Ship.	Inches in Ship.
FRAME, Angles, or C or L Bars amidships							PILLARS, In 'tween Deck, size and spacing						
Do. in peaks	✓	✓	✓	✓	✓	✓	" Hold						
Do. in way of Double Bottoms at Solid Floors	✓	✓	✓	✓	✓	✓	" Quarter 'tween Dks.						
" at intermdt. Bkts.	✓	✓	✓	✓	✓	✓	" in Hold						
Spacing of Frames from centre to centre amidships	✓	✓	✓	✓	✓	✓	KEELSONS & STRINGERS.						
" length to Collision bulkhead	✓	✓	✓	✓	✓	✓	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" in peaks	✓	✓	✓	✓	✓	✓	" Rider Plate						
REVERSED FRAME, Angles, IN. NET. PLATE	3 1/2	3	375	3 1/2	3	375	" Flat Plate Keel Angles						
Do. in way of Double Bottoms at Solid Floors	✓	✓	✓	✓	✓	✓	" Horizontal Plates on Floors						
" at intermdt. Bkts.	✓	✓	✓	✓	✓	✓	" Angles or Bulb Angles						
FRAMING, depth of girder	6			6			SIDE KEELSONS, Number						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	✓	✓	✓	✓	✓	✓	" Angles or Bulb Angles						
" in way of Engine and Boiler Spaces	✓	✓	✓	✓	✓	✓	" Plate above floors, for length						
" thickness at the ends of vessel	38			38			" Intercoastal Plate, for length						
" depth at 1/2 the half breadth, as per Rule	✓	✓	✓	✓	✓	✓	" Attached to outside Plating with Angle						
" height extended at the Bilges	✓	✓	✓	✓	✓	✓	BILGE KEELSON, Angles						
FLOORS in Cell. Double Bottoms	✓	✓	✓	✓	✓	✓	" Intercoastal Plate for length						
" state if flanged (top & bottom)	✓	✓	✓	✓	✓	✓	" Attached to outside Plating with Angle						
" Spacing of Solid floors	✓	✓	✓	✓	✓	✓	SIDE STRINGERS, Number						
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	92			48	92	48	" Angle						
" Angles, Top	4	4	56	4	4	56	" Intercoastal Plate, for length						
" Bottom	6	6	438	6	6	438	" Attached to outside plating with Angle						
" to Floors	✓	✓	✓	✓	✓	✓	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	57	50	57	50		
BRACKETS at intermdt. frmg., wdth & thknss	✓	✓	✓	✓	✓	✓	" br'dth & thickness (in way of Bridge)	5 x 5	50	5 x 5	50		
DE GIRDERS, number on each side & thickness	ONE			40	ONE	40	" Angle (clear of Bridge)	34	70	30	34	70	30
" state if flanged (top and bottom)	not			flanged			" Tie Plate at sides of Hatchways	✓	✓	✓	✓		
" Angles (top and bottom)	3 1/2	3 1/2	375	3 1/2	3 1/2	375	" Deck, or Steel, for full lng.	34	70	30	34	70	30
" to Floors	5	5	438	5	5	438	" Thickness (clear of Bridge)	✓	✓	✓	✓		
IRON PLATE, depth (exclusive of flange) and thickness	✓	✓	✓	✓	✓	✓	" (in way of Bridge)	✓	✓	✓	✓		
" Angle to Outside Plating	✓	✓	✓	✓	✓	✓	" Wood Deck. Material & thickness	71	38	71	38		
" Floors	✓	✓	✓	✓	✓	✓	Second Deck Stringer Plate, br'dth & thickness	5 x 5	50	5 x 5	50		
BRACKETS at intermdt. frmg., wdth & thknss	✓	✓	✓	✓	✓	✓	" Angles on ditto, No. ONE	5 x 5	50	5 x 5	50		
HEIGHT of Outside Brackets above at bilge	✓	✓	✓	✓	✓	✓	" Tie Plates outside Hatchways	✓	✓	✓	✓		
BOTTOM PLATING, breadth and thickness of Middle Line Strake	✓	✓	✓	✓	✓	✓	" Deck, or Steel, for full lng.	34	70	30	34	70	30
" in Engine and Boiler space	✓	✓	✓	✓	✓	✓	" Wood Deck. Material & thickness	✓	✓	✓	✓		
" Remainder in Holds	✓	✓	✓	✓	✓	✓	Third Deck Stringer Plate, br'dth & thickness	✓	✓	✓	✓		
IS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓	✓	✓	✓	✓	✓	" Angles on ditto, No.	✓	✓	✓	✓		
" In way of Long Bridge	✓	✓	✓	✓	✓	✓	" Tie Plates, outside Hatchways	✓	✓	✓	✓		
" Spacing	✓	✓	✓	✓	✓	✓	" Deck, Material and thickness	✓	✓	✓	✓		
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓	✓	✓	✓	✓	✓	Fourth and Fifth Deck Stringer Plate, breadth & thickness	✓	✓	✓	✓		
" Spacing	✓	✓	✓	✓	✓	✓	" Angles on ditto, No.	✓	✓	✓	✓		
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓	✓	✓	✓	✓	✓	" Tie Plates outside Hatchways	✓	✓	✓	✓		
" Angles on upper edge	✓	✓	✓	✓	✓	✓	" Deck, Material & thickness	✓	✓	✓	✓		
" Spacing	✓	✓	✓	✓	✓	✓	Poop Deck Stringer Plate, breadth & thickness	30	32	30	32		
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓	✓	✓	✓	✓	✓	" Angle on ditto	3 x 3	32	3 x 3	32		
" Angles on upper edge	✓	✓	✓	✓	✓	✓	" Tie Plates	30		30			
" Spacing	✓	✓	✓	✓	✓	✓	" Deck. Material and thickness	4 x 3		4 x 3			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓	✓	✓	✓	✓	✓	Bridge Deck Stringer Plate, br'dth & thickness	✓	✓	✓	✓		
" Angles on upper edge	✓	✓	✓	✓	✓	✓	" Angle on ditto	✓	✓	✓	✓		
" Spacing	✓	✓	✓	✓	✓	✓	" Tie Plates	✓	✓	✓	✓		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	✓	✓	✓	✓	✓	✓	" Deck. Material and thickness	✓	✓	✓	✓		
" Angles on upper edge	✓	✓	✓	✓	✓	✓	Forecastle Deck Stringer Plate, br'dth & th'kns	30	32	30	32		
" Spacing	✓	✓	✓	✓	✓	✓	" Angle on ditto	3 x 3	375	3 x 3	375		
	✓	✓	✓	✓	✓	✓	" Tie Plates	✓	✓	✓	✓		
	✓	✓	✓	✓	✓	✓	" Deck. Material and thickness	STEEL	32		32		

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

W1015-0025 1/2

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.		ENDS.		AMIDSHIPS.		ENDS.		RIVETING.	
	In Ship.		In Ship.		Per Rule or as approved.		Per Rule or as approved.		Rivets in Longitudinal Frames. Diam. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		
Framing of Plating <i>Claunder</i>	6	3 1/2 35	4	3 1/2 35	6	3 1/2 35	6	3 1/2 35	7/8	5 1/2 8 Rivets 6 Diar
Frames in Bridge 'tween Decks ...	6	3 1/2 35	6	3 1/2 35	6	3 1/2 35	6	3 1/2 35	"	do - 6 - do
Frames from Uppermost Continuous Deck No. 1	6	3 1/2 35	6	3 1/2 35	6	3 1/2 35	6	3 1/2 35	"	do - 6 - do
" 2	7	3 1/2 313	7	3 1/2 313	7	3 1/2 313	7	3 1/2 313	"	3 1/2 for Rivets 6 Diar
" 3	7	3 1/2 35	7	3 1/2 35	7	3 1/2 35	7	3 1/2 35	"	do - 6 -
" 4	7	3 1/2 438	7	3 1/2 438	7	3 1/2 438	7	3 1/2 438	"	do - 6 -
" 5	10	3 1/2 375	10	3 1/2 375	10	3 1/2 375	10	3 1/2 375	"	do - 6 -
" 6	10	3 1/2 375	10	3 1/2 375	10	3 1/2 375	10	3 1/2 375	"	do - 6 -
" 7	10	3 1/2 375	10	3 1/2 375	10	3 1/2 375	10	3 1/2 375	"	do - 6 -
" 8	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	"	do - 6 -
" 9	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	"	do - 6 -
" 10	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	"	do - 6 -
" 11	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	"	do - 6 -
" 12	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	"	do - 6 -
" 13	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	"	do - 6 -
" 14	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	"	do - 6 -
" 15	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	12	3 7/7 473	"	do - 6 -
" 16										
Spacing of Longitudinal Frames	Amidships 26 to 30		At Ends 21 to 30		Amidships 26 to 30		At Ends 21 to 30			
Double Bottoms L.L. or C	No double bottom tanks fitted									
Spacing of Longitudinals	Amidships At Ends...									
Transverses.										
In Bridge	Depth and Thickness	✓	✓	✓	✓	✓	✓	✓	✓	✓
'tween Decks	Face Angles	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Lugs to Shell	✓	✓	✓	✓	✓	✓	✓	✓	✓
In Amidships <i>Amidships</i>	Depth and Thickness	18	38	18	38	18	38	18	38	38
Upper 'tween Decks.	Face Angles	4	3 1/2 375	4	3 1/2 375	4	3 1/2 375	4	3 1/2 375	4
	Lugs to Shell	3 1/2 3 1/2 375	3 1/2 3 1/2 375	3 1/2 3 1/2 375	3 1/2 3 1/2 375	3 1/2 3 1/2 375	3 1/2 3 1/2 375	3 1/2 3 1/2 375	3 1/2 3 1/2 375	3 1/2 3 1/2 375
	Depth and Thickness	27	44	27	44	27	44	27	44	44
In Hold.	Face Angles	6	4 56	6	4 56	6	4 56	6	4 56	6
	Lugs to Shell	6	6 438	6	6 438	6	6 438	6	6 438	6
	Brackets	40	40	40	40	40	40	40	40	40
Spacing of Transverse Frames	Spaced 8'8" apart in the oil tanks and as approved									
Longitudinal Beams of	Bridge Deck	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Awg. or Shtr. Dk.	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Upper	6	2-81 313	6	2-81 313	6	2-81 313	6	2-81 313	26 to 30
	Second	6	2-81 313	6	2-81 313	6	2-81 313	6	2-81 313	34 to 36
	Third									

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *55.83* ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle *46.0* 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) *Two decks steel* ✓

Official No. *214673*; Signal Letters *L.G.P.V.* State if Machinery is fitted aft *yes* Outside *Paint*

How are the surfaces preserved from oxidation? Inside *Paint and cement*

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,			Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			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. *34*

Date *10 Nov 1915*

No. *76* in builder's yard.

DATES OF SURVEYS held while building

JUNE 1916. 6, JULY 8, 11, AUG. 1, 2, 5, 8, 10, 14, 16, 17, 21, 24, 30, SEP. 6, 7, 9, OCT. 4, 5, 7, 9, 11, 17, 24, 26, 28, NOV. 1, 10, 13, 16, 20, 21, 22, 27, DEC. 9, 7, 11, 13, 15, 19, 20, 28, 30, JAN. 4, 6, 13, 19, 25, 30, FEB. 2, 12, 17, 1917

Total No. of Visits *54*

Surveyor's Signature

David Millar

Lloyd's Register Foundation