

With or Without Disconnected Erections.

STEEL STEAMER.

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

Received at London Office

RECEIVED NEW YORK Oct 20 1917

Date of completion of report 17th October 1917 Port of Cleveland Ohio No. 108
Survey held at Cleveland Ohio Date, First Survey 7th June 1917 Last Survey 6th October 1917
On the War Penguin "WAR PENGUIN" Rig Schooner

TONNAGE under Tonnage Deck
Do. between Tonnage Dk. and 3rd and 4th Dk. ✓
Total under Upper Dk. 1654.40
Do. of Poop ✓
Do. of R.Q.Dk. ✓
Do. of Bridge House ✓
Do. of Forecastle ✓
Do. of Houses on Dk. 373.63
Do. of excess of Hatchways ✓
Do. above Crown of Engine Room ✓
Gross Tonnage 2028.03

Space between Crown of Room 2028
Do. of Room 779.69
Do. of Hatchways ✓
Do. of Engine Room ✓
Do. of Spaces ✓

Tonnage 1248
Do. of Beam ✓
Do. of Deck ✓
Do. of Rule ✓

CLASS 100 A.1.

FEET.

Master

Year of appointment (1) As Master in service of owner of present vessel—191
(2) As Master of this vessel—191

Built at Cleveland Ohio

When built 1917 Launched 30 August 1917

By whom built American Shipbuilding Co.

Owners U.S. Shipping Board Emergency Fleet Corporation

Managers (Where necessary to be entered in Reg. Book.)
Residence

Port belonging to Washington

and yes

Destined Voyage Not stated If Surveyed while Building, Afloat, or in Dry Dock

BREADTH—Feet. Inches. 43 6 **DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams 18 0
Moulded 43 6 Do. do. do. do. Second Dk. Beams 18 0
No. of Decks with flat laid one
No. of Tiers of Beams ✓

as of Ship per Register, Length 251.0 breadth 43.5 depth 20.0
Moulded depth, ft. 27 ins. 0 To Bridge Dk. Round of Upper 12 ins.
Moulded depth, ft. 20 ins. 0 To Upper Dk. Dk. Beam, Actual

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
Angles, or <u>✓</u> Bars amidships	<u>8</u>	<u>3.4</u>	<u>21.5</u>	<u>8</u>	<u>3.4</u>	<u>21.5</u>	<u>8</u>
peaks	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
way of Double Bottoms at Solid Floors	<u>4.3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>
" " at intermdt. Bkts.	<u>7</u>	<u>3.35</u>	<u>16.5</u>	<u>7</u>	<u>3.35</u>	<u>16.5</u>	<u>7</u>
of Frames from centre to centre amidships	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>
" " " from <u>1</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>
" " " length to Collision bulkhead	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>
" " " FORE & AFTER	<u>23</u>	<u>✓</u>	<u>23</u>	<u>23</u>	<u>✓</u>	<u>23</u>	<u>23</u>
SED FRAME, Angles.	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>
way of Double Bottoms at Solid Floors	<u>4.3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>
" " at intermdt. Bkts.	<u>7</u>	<u>3.35</u>	<u>16.5</u>	<u>7</u>	<u>3.35</u>	<u>16.5</u>	<u>7</u>
NG, depth of girder	<u>8</u>	<u>✓</u>	<u>8</u>	<u>8</u>	<u>✓</u>	<u>8</u>	<u>8</u>
IS, depth and thickness of Floor Plate	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>
at mid-line for <u>1</u> length amidships	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>
way of Engine and Boiler Spaces	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>
thickness at the ends of vessel	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>
depth at <u>1</u> the half breadth, as per Rule	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>
height extended at the Bilges	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>	<u>✓</u>	<u>1</u>	<u>1</u>
IS & BRACKETS in Cell Dble Bottoms	<u>36</u>	<u>DEEP</u>	<u>13</u>	<u>36</u>	<u>DEEP</u>	<u>13</u>	<u>36</u>
" " state if flanged (top & bottom)	<u>NO</u>	<u>✓</u>	<u>NO</u>	<u>NO</u>	<u>✓</u>	<u>NO</u>	<u>NO</u>
" " Spacing <u>Every third frame in Hold</u>	<u>36</u>	<u>DEEP</u>	<u>13</u>	<u>36</u>	<u>DEEP</u>	<u>13</u>	<u>36</u>
EG GIRDER, in Dbl. bottom, depth & thickness	<u>36</u>	<u>DEEP</u>	<u>13</u>	<u>36</u>	<u>DEEP</u>	<u>13</u>	<u>36</u>
Angles, Top <u>DOUBLE IN ENGINE SPACE</u>	<u>4</u>	<u>4</u>	<u>12.8</u>	<u>4</u>	<u>4</u>	<u>12.8</u>	<u>4</u>
" " Bottom <u>DOUBLE IN ENGINE SPACE</u>	<u>4</u>	<u>4</u>	<u>12.8</u>	<u>4</u>	<u>4</u>	<u>12.8</u>	<u>4</u>
" " " to Floors	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>
ICKETS INTERMDT FRMS W.T.	<u>48</u>	<u>✓</u>	<u>13.1</u>	<u>48</u>	<u>✓</u>	<u>13.1</u>	<u>48</u>
GIRDERS, number on each side & thickness	<u>one</u>	<u>✓</u>	<u>one</u>	<u>one</u>	<u>✓</u>	<u>one</u>	<u>one</u>
" " state if flanged (top and bottom)	<u>yes</u>	<u>✓</u>	<u>yes</u>	<u>yes</u>	<u>✓</u>	<u>yes</u>	<u>yes</u>
" " Angles (top and bottom)	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>
" " " to Floors	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>	<u>2 1/2</u>	<u>5</u>	<u>2 1/2</u>
N PLATE, depth (exclusive of flange)	<u>28</u>	<u>✓</u>	<u>28</u>	<u>28</u>	<u>✓</u>	<u>28</u>	<u>28</u>
and thickness	<u>13.5</u>	<u>✓</u>	<u>13.5</u>	<u>13.5</u>	<u>✓</u>	<u>13.5</u>	<u>13.5</u>
" " Angles to Outside Plating	<u>3 1/2</u>	<u>3 1/2</u>	<u>8.5</u>	<u>3 1/2</u>	<u>3 1/2</u>	<u>8.5</u>	<u>3 1/2</u>
" " " Floors	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>	<u>3</u>	<u>6.1</u>	<u>3</u>
" " Height of Brackets above at bilge	<u>48</u>	<u>✓</u>	<u>48</u>	<u>48</u>	<u>✓</u>	<u>48</u>	<u>48</u>
BOTTOM PLATING, breadth and thickness of Middle Line Strake	<u>36</u>	<u>DEEP</u>	<u>13</u>	<u>36</u>	<u>DEEP</u>	<u>13</u>	<u>36</u>
" " in Engine and Boiler space	<u>15.5</u>	<u>✓</u>	<u>15.5</u>	<u>15.5</u>	<u>✓</u>	<u>15.5</u>	<u>15.5</u>
" " Remainder in Holds	<u>13.5</u>	<u>✓</u>	<u>13.5</u>	<u>13.5</u>	<u>✓</u>	<u>13.5</u>	<u>13.5</u>
Upper Deck, Single Angle, Bulb	<u>7</u>	<u>3.4</u>	<u>19.7</u>	<u>7</u>	<u>3.4</u>	<u>19.7</u>	<u>7</u>
Angle, Plate, Tee Bulb, or Channel	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>
Angles on upper edge	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>
In way of <u>Long Bridge</u>	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>	<u>15</u>	<u>6 3 1/2</u>
Spacing	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>
S, Second Deck, Single Angle, Bulb	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Angle, Plate, Tee Bulb, or Channel	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Angles on upper edge	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Spacing	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>
S, Third and Fourth Deck, Single Angle, Bulb	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Angle, Plate, Tee Bulb, or Channel	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Angles on upper edge	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Spacing	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>
BEAMS, Poop Deck, Angle, Bulb, Angle, Plate	<u>5</u>	<u>5</u>	<u>11.3</u>	<u>5</u>	<u>5</u>	<u>11.3</u>	<u>5</u>
Angle, Plate, Tee Bulb, or Channel	<u>5</u>	<u>5</u>	<u>11.3</u>	<u>5</u>	<u>5</u>	<u>11.3</u>	<u>5</u>
Angles on upper edge	<u>5</u>	<u>5</u>	<u>11.3</u>	<u>5</u>	<u>5</u>	<u>11.3</u>	<u>5</u>
Spacing	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>
BEAMS, Bridge Deck, Angle, Bulb, Angle, Plate	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Angle, Plate, Tee Bulb, or Channel	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Angles on upper edge	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Spacing	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>
BEAMS, Forecastle Deck, Angle, Bulb, Angle, Plate	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Angle, Plate, Tee Bulb, or Channel	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Angles on upper edge	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>	<u>2.8</u>	<u>13</u>	<u>6</u>
Spacing	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>	<u>✓</u>	<u>24</u>	<u>24</u>

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

W1896-0240 1/2

Full page in Reprint as "Lakeport"
1917-5-18

[illegible]

EQUIPMENT No. 1674						LETTER R						ANCHORS.						TONNAGE U.D.K. OR PLATING NO. FOR TRAWLERS					
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK.		WEIGHT OF STOCK.		TEST PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.							
4745	1st Bower	37	2	5	10	10	10	10	10	10	10	Baldt	Baldt	Baldt	Baldt	Baldt							
4751	2nd "	37	0	16	10	10	10	10	10	10	10	Baldt	Baldt	Baldt	Baldt	Baldt							
4755	3rd "	30	2	24	10	10	10	10	10	10	10	Baldt	Baldt	Baldt	Baldt	Baldt							
	4th "																						
	Collective weight	105	1	17																			
2	Stream	13	1	1	10	10	10	10	10	10	10	National	National	National	National	National							
1	Kedge	5	2	14	10	10	10	10	10	10	10	National	National	National	National	National							

CHAIN CABLES.												HAWSEWS 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.		Material.		Length and size supplied.		Breaking Test of Steel Wire Towline.		Length and Size per Table 31.	
Fathoms.	Inches.	Tons.	Cwt.	qrs.	lbs.	Tons.	Cwt.	qrs.	lbs.	Fathoms.	Inches.	Fathoms.	Inches.	Fathoms.	Inches.	Fathoms.	Inches.	Fathoms.	Inches.	Fathoms.	Inches.	Fathoms.	Inches.
377	240	1 1/4	58 1/2	7 1/2	3 1/2	1 1/2	370	1 1/2	240	1 1/4	S.L. Haydon & Co.	Boston	St. Louis	St. Louis	St. Louis	St. Louis	St. Louis	St. Louis	St. Louis	St. Louis	St. Louis	St. Louis	St. Louis

Boats Two life boats & one working boat
Pumps Number one Donorion
Windlass American Hoist & Derrick Co.
Engine Room Skylights.—How constructed? of plate & angles What arrangements for deadlights in bad weather? steel covers & glass
Coal Bunker Openings.—How constructed? of plate & angles How are lids secured? battens & cleats Height above deck? 18" m Bridge Deck
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 pairs fairs each side 3'0"x2'0" (5 scuppers each side)
Ceiling in Holds, thickness and material no ceiling on flat, at 1/2 ft. Cargo Battens, thickness and material none
Cargo Hatchways.—How formed? of plate & angles - 3'6" x 18" Hatches, If strong and efficient? yes
State size No. 1 Hatch (Forward) 28'6" x 18'0" No. 2 Hatch 28'0" x 18'0" No. 3 Hatch 28'0" x 18'0" No. 4 Hatch 28'0" x 18'0"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2 shifting beams and 5 F&A at each hatch
No. of Breasthooks 4 No. of Crutches Deck floors
Bulwarks, height above deck and description 3'6" steel plate, cat top, planches Main Rail, material and size
The foregoing is a correct description.
Builder's Signature (here enter) The American Ship Bldg. Co. Surveyor's Signature Evan Edwards
Surveyor to Lloyd's Register of British and Foreign 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 & chipped with pneumatic chisels.
Is the riveted work properly closed? yes
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 the plating? a few.
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
State results of tests satisfactory
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes
State results of tests satisfactory
General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules & Approved Plans, the quality of the material & workmanship is good.

Sister Vessel SS "KIOWA" recently constructed by the American Shipbuilding Company, then shipyard N° 66 Report N° 101"

The Surveyor should state the Number of Report and Name of any Sister Vessel.

The amount of Entry Fee \$25.00 Fees applied for \$18.00
Special Survey Fee \$378.50 Received by me \$26.00
Travelling Expenses, if any \$12.00

State whether the Vessel has been built under Special Survey yes
I am of opinion this Vessel should be Classed +100A1 no Bottom.
With, or without Freeboard, as condition of Class without.

Committee's Minute New York Dec 23 1917
Character assigned +100A1
note!- A+CP + Lmb 10.17
Exp. li. r.
Elec. Light
No Cargo battens.

Evan Edwards
Surveyor to Lloyd's Register of British and Foreign Shipping.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25'0", R.Q.D. ☒ ft., Bridge 64'0", Forecastle 23'0"
(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) 1.0.5.5.1.

Official No. ; Signal Letters . State if Machinery is fitted aft ☒
How are the surfaces preserved from oxidation? Inside cement and 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, <u>N^o 5</u>	<u>43.46 = 78</u>	<u>57.106 = 163</u>	Fore peak tank, <u> </u>	<u>13.4</u>	<u>55.6</u>
Double bottom, under Engines and Boilers, <u>N^o 3</u>	<u>40</u>	<u>120</u>	After peak tank, <u> </u>	<u>14.5</u>	<u>69.0</u>
Double bottom, if under Engines only, <input checked="" type="checkbox"/>			Deep tank, aft, <input checked="" type="checkbox"/>		
Double bottom, if under Boilers only, <input checked="" type="checkbox"/>			Deep tank, forward, <input checked="" type="checkbox"/>		
Double bottom, forward, <u>N^o 2</u>	<u>2.1</u>	<u>84.26 = 100</u>	Other tanks, if fitted, <input checked="" type="checkbox"/>		
		Total capacity of double bottom <u>538</u>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 218 feet State whether the above have been tested as required by the Rules yes

Order for Special Survey No. 73

Date 2-6-17

No. 467 in builder's yard.

DATES OF SURVEYS held while building

June, 7, 12, 18, 22 - July 3, 7, 11, 24, 31
August, 2, 7, 9, 23, 24, 30,
September, 6, 8, 11, 14, 27, 29
October, 1, 4, 6

Total No. of Visits 24

Surveyor's Signature

Ernest Edwards

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