

With or Without

C'D NEW YORK June 7-1919

# STEEL STEAMER.

MUN 23 JUN 1919

Received at London Office

## Disconnected Erections.

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

Yes

Date of completion of report

2nd June 1919

Survey held at

Hog Island Pa

Port of

Philadelphia

Date, First Survey

June 27 1918

Last Survey

3rd May 1919

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

Steamer "SEEKONK"

Rig

Two Masts (No Sail)

TONNAGE under

Tonnage Deck... 4739.82

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

Total under Upper Dk. 4739.82

Do. of Poop 148.83

Do. of R.Q. Dk. 440.49

Do. of Forecastle 79.74

Do. of Houses on Dk. 267.82

Do. of excess of Hatchways 52.30

Do. above Crown of Engine Room 115.32

Gross Tonnage 5784.32

Less Crew Space 301.76

Less above Crown of Engine Room 115.32

TONNAGE FOR FEES 5784.32

Less Engine Room 1850.98

Less Navigation Spaces 118.58

Register Tonnage 3513 =

CLASS + 100.A.1

FEET.

Breadth (greatest moulded) 54.0

Depth, at middle of length from top of keel to top of upper deck beams at side 32.0

Transverse Number 84.0

Length on deck from fore part of stem to after part of stern post 390.0

Longitudinal Number 32760

Depth "d," at middle of length (See Secs. 2 & 13) 19.0

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 12.187

Long Bridge Deck Beam at side to top of keel 9.75

Destined Voyage

Master

not yet appointed

Year of appointment

Built at

Hog Island Pa.

When built

1919

Launched Apr 5 1919

By whom built

American International Corp.

Owners

The United States Shipping Board

Managers

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

Residence

Washington D.C.

Port belonging to

Philadelphia.

If Surveyed while Building, Afloat, or in Dry Dock

Yes.

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL	Feet.	Inches.	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
390	0		54	0		Do.	Do.	Do.	Do.	28	0	2
										19	0	No. of Tiers of Beams 2

Dimensions of Ship per Register, Length 390.0 breadth 54.2 depth 27.6	Moulded depth, ft. 40 ins. 0	To Bridge Dk. Round of Upper Dk. Beam, Actual ins.
	Moulded depth, ft. 32 ins. 0	To Upper Dk. Dk. Beam, Actual ins.

FRAMING.						PILLARS.					
AME, Angles, or Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule	Inches per Rule	PILLARS In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches per Rule	Inches per Rule	Inches per Rule
Do. in peaks	12	3 1/2	30	12	3 1/2	" " Hold	8 x 7 1/2	I	Wide	Spaced	
Do. in way of Double Bottoms at Solid Floors	5	3 1/2	38	5	3 1/2	" " Quarter 'tween Dks.,	14 x 130	I	(See plan)		
Do. at intermdt. Bkts.	3	3 1/2	437	3	3 1/2	" " in Hold					
ing of Frames from centre to centre amidships	27			27							
" " from 1/2 length to Collision bulkhead	27			27							
" " in peaks	24			24							
VERSED FRAME, Angles in Peaks	4	3 1/2	76	4	3 1/2						
Do. in way of Double Bottoms at Solid Floors	3	3 1/2	508	3	3 1/2						
Do. at intermdt. Bkts.	8	3 1/2	568	8	3 1/2						
AMING, depth of girder											
DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships											
Do. in way of Engine and Boiler Spaces											
thickness at the ends of vessel											
depth at 1/2 the half breadth, as per Rule											
height extended at the Bilges											
DRS in Cell. Double Bottoms	38	437E	508	38	437E						
state if flanged (top & bottom)	No			No							
Spacing of Solid floors	81"	27ES	3/8 to 1/2	24	3/8						
IRE GIRDER, in Dbl. bottom, dpth. & thickness	48	50	568	48	50						
Do. Angles, Top	3 1/2	3 1/2	508	3 1/2	3 1/2						
Do. Bottom	4	4	687	4	4						
Do. to Floors	3 1/2	3	437	3 1/2	3						
Brackets at intermdt. frmg., wdth & thkns	42	38	508	42	38						
E GIRDERS, number on each side & thickness	2 @ 38	437E	508	2 @ 38	437E						
state if flanged (top and bottom)	No			No							
Angles (top and bottom)	3 1/2	3 1/2	437	3 1/2	3 1/2						
to Floors	3	3	508	3	3						
IGIN PLATE, depth (exclusive of flange) and thickness	Flat	50	5628	Flat	50						
Angle to Outside Plating	5	5	50	5	5						
Floors double	3 1/2	3 1/2	437	3 1/2	3 1/2						
Brackets at intermdt. frmg., wdth & thkns	72	375	508	72	375						
Height of Outside Brackets above at bilge	37 1/2 x 50			37 1/2 x 50							
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	72 x 50			72 x 50							
in Engine and Boiler space	50E	5628		50E	5628						
Remainder in Holds	437			437							
MS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3-3	21-7	10	3-3						
In way of Long Bridge	10	3-3	21-7	10	3-3						
Spacing	27			27							
MS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	12	3	25	12	3						
Spacing	27			27							
EAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
Angles on upper edge											
Spacing											
EAMS, Poop Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3-4	18-6	7	3-4						
Angles on upper edge											
Spacing											
EAMS, Bridge Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3-3	21-7	10	3-3						
Angles on upper edge											
Spacing											
EAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3-3	21-7	10	3-3						
Angles on upper edge											
Spacing											

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

W1148-0013 1/2



WEB FRAMES.				FORGINGS OR CASTINGS.			
				Inches in Ship.			
WEB-FRAMES, In Fore Body, No. and spacing				10 8'0" x 2 1/2" x 10 8'0" x 2 1/2"			
" " " " brdth. & thickness				24 x 13 1/2" x 10 8'0" x 2 1/2"			
" " " " No. of Side Stringers				24 x 13 1/2" x 10 8'0" x 2 1/2"			
WEB-FRAMES, In E. & B. Space, No. & spacing				24 x 13 1/2" x 10 8'0" x 2 1/2"			
" " " " brdth. & thickness				24 x 13 1/2" x 10 8'0" x 2 1/2"			
WEB-FRAMES, In After Body, No. and spacing				24 x 13 1/2" x 10 8'0" x 2 1/2"			
" " " " brdth. & thickness				24 x 13 1/2" x 10 8'0" x 2 1/2"			
" " " " No. of Side Stringers				24 x 13 1/2" x 10 8'0" x 2 1/2"			
" " " " Size of Face Angles to Web-Frames				6 x 3 1/2" x 56" x 6 x 3 1/2" x 56"			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				24 x 13 1/2" x 10 8'0" x 2 1/2"			
BULKHEADS.				STIFFENERS.			
No. 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100				No. 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100			
98, 104, 137				98, 104, 137			
Off hull 160				Off hull 160			
" COLLISION "				" COLLISION "			
PARTITION "				PARTITION "			
LONGITUDINAL "				LONGITUDINAL "			
Are the outside Plates doubled two spaces of Frames in length? B.H. Liner				Are the outside Plates doubled two spaces of Frames in length? B.H. Liner			
Are the Steel Plates Watertight Doors in efficient working order? Yes				Are the Steel Plates Watertight Doors in efficient working order? Yes			
PLATING.				RIVETING.			
AS IN SHIP.				PER RULE OR AS APPROVED.			
STRAKES.				EDGES.			
FLAT PLATE KEEL				FLAT PLATE KEEL			
GARBOARD OR A STRAKE				GARBOARD OR A STRAKE			
B				B			
C				C			
D				D			
E				E			
F				F			
G				G			
H				H			
J				J			
K				K			
L				L			
M				M			
N				N			
O				O			
P				P			
Q				Q			
R				R			
S				S			
T				T			
U				U			
V				V			
W				W			
THICKNESS OF SHEET PILE				THICKNESS OF SHEET PILE			
CLEAR OF LONG BRIDGE				CLEAR OF LONG BRIDGE			
DO. OF STRAKE BELOW				DO. OF STRAKE BELOW			
DELG. of Flat Plate Keel				DELG. of Flat Plate Keel			
Sheerstrakes				Sheerstrakes			
Length and thickness				Length and thickness			
POOP SIDES				POOP SIDES			
SHORT BRIDGE SIDES				SHORT BRIDGE SIDES			
FORECASTLE SIDES				FORECASTLE SIDES			
Upper Deck				Upper Deck			
Stringer Plate				Stringer Plate			
Second Deck				Second Deck			
Stringer Plate				Stringer Plate			
FRAMES extend in one length from				FRAMES extend in one length from			
REVERSED FRAMES on floors and frames extend from				REVERSED FRAMES on floors and frames extend from			
MASTS, SPARS, &c.				MASTS, SPARS, &c.			
LOWER MASTS				LOWER MASTS			
Bowsprit				Bowsprit			
Topmasts				Topmasts			
Rigging, Material and Size, Shrouds				Rigging, Material and Size, Shrouds			
Sails				Sails			

EQUIPMENT No. 35095				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
				WEIGHT, EX. STOCK				WEIGHT REQUIRED BY TABLE 31.			
1st Bower				1st Bower				1st Bower			
2nd				2nd				2nd			
3rd				3rd				3rd			
4th				4th				4th			
Collective weight				Collective weight				Collective weight			
Stream				Stream				Stream			
Kedge				Kedge				Kedge			
Particulars of Drop Test of Cast Steel Anchors, viz.:				Particulars of Drop Test of Cast Steel Anchors, viz.:				Particulars of Drop Test of Cast Steel Anchors, viz.:			
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				Weight, Surveyor's Initials, Number of Certificate, Date of Test.				Weight, Surveyor's Initials, Number of Certificate, Date of Test.			
CHAIN CABLES.				CHAIN CABLES.				CHAIN CABLES.			
Number of Certificate				Number of Certificate				Number of Certificate			
Length and size supplied				Length and size supplied				Length and size supplied			
Test per Certificate				Test per Certificate				Test per Certificate			
Weight of Chain Cable				Weight of Chain Cable				Weight of Chain Cable			
Description				Description				Description			
Makers of Cables				Makers of Cables				Makers of Cables			
Where and when tested, and Superintendent				Where and when tested, and Superintendent				Where and when tested, and Superintendent			
Material				Material				Material			
Length and size supplied				Length and size supplied				Length and size supplied			
Breaking Test of Steel Wire				Breaking Test of Steel Wire				Breaking Test of Steel Wire			
Length and size per Table 31				Length and size per Table 31				Length and size per Table 31			
HAWERS AND WARPS.				HAWERS AND WARPS.				HAWERS AND WARPS.			
Number of Certificate				Number of Certificate				Number of Certificate			
Length and size supplied				Length and size supplied				Length and size supplied			
Test per Certificate				Test per Certificate				Test per Certificate			
Weight of Chain Cable				Weight of Chain Cable				Weight of Chain Cable			
Description				Description				Description			
Makers of Cables				Makers of Cables				Makers of Cables			
Where and when tested, and Superintendent				Where and when tested, and Superintendent				Where and when tested, and Superintendent			
Material				Material				Material			
Length and size supplied				Length and size supplied				Length and size supplied			
Breaking Test of Steel Wire				Breaking Test of Steel Wire				Breaking Test of Steel Wire			
Length and size per Table 31				Length and size per Table 31				Length and size per Table 31			
Boats				Boats				Boats			
Pumps				Pumps				Pumps			
Windlass				Windlass				Windlass			
Engine Room Skylights				Engine Room Skylights				Engine Room Skylights			
Coast Bunker Openings				Coast Bunker Openings				Coast Bunker Openings			
Number of Scuppers				Number of Scuppers				Number of Scuppers			
Ceiling in Hold				Ceiling in Hold				Ceiling in Hold			
Cargo Hatchways				Cargo Hatchways				Cargo Hatchways			
State size No. 1 Hatch				State size No. 1 Hatch				State size No. 1 Hatch			
Number of Web Plates				Number of Web Plates				Number of Web Plates			
Balwalks				Balwalks				Balwalks			
The foregoing is a correct description.				The foregoing is a correct description.				The foregoing is a correct description.			
Builder's Signature				Builder's Signature				Builder's Signature			
Correspondence				Correspondence				Correspondence			
Workmanship				Workmanship				Workmanship			
Is the riveted work properly closed?				Is the riveted work properly closed?				Is the riveted work properly closed?			
Are the liners between the frames and plates solid single pieces?				Are the liners between the frames and plates solid single pieces?				Are the liners between the frames and plates solid single pieces?			
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?			
Do any rivets break into or through the seams or butts of the plating?				Do any rivets break into or through the seams or butts of the plating?				Do any rivets break into or through the seams or butts of the plating?			
Are the butts of Plating, Stringers, &c., properly shifted and strapped?				Are the butts of Plating, Stringers, &c., properly shifted and strapped?				Are the butts of Plating, Stringers, &c., properly shifted and strapped?			
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?				Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?				Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?			
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?				Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?				Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?			
General Remarks (State quality of workmanship, &c.)				General Remarks (State quality of workmanship, &c.)				General Remarks (State quality of workmanship, &c.)			
This vessel is a sister vessel to the S.S. "Satantia"				This vessel is a sister vessel to the S.S. "Satantia"				This vessel is a sister vessel to the S.S. "Satantia"			
All the double bottom tanks, Peak tanks & deep tanks have been tested as required by the Rules with the varying heads of water as laid down therein, and found satisfactory.				All the double bottom tanks, Peak tanks & deep tanks have been tested as required by the Rules with the varying heads of water as laid down therein, and found satisfactory.				All the double bottom tanks, Peak tanks & deep tanks have been tested as required by the Rules with the varying heads of water as laid down therein, and found satisfactory.			
The Approved Plans are being retained for use in connection with sister vessels building, copies of the approved Plans are in the London Office. One copy of Midship section & Profile herewith for filing with report.				The Approved Plans are being retained for use in connection with sister vessels building, copies of the approved Plans are in the London Office. One copy of Midship section & Profile herewith for filing with report.				The Approved Plans are being retained for use in connection with sister vessels building, copies of the approved Plans are in the London Office. One copy of Midship section & Profile herewith for filing with report.			
Wireless fitted, ball letters - K. I. G. F. Submarine signalling fitted. Flashboards similar to those marked on the sister vessel "Satantia".				Wireless fitted, ball letters - K. I. G. F. Submarine signalling fitted. Flashboards similar to those marked on the sister vessel "Satantia".				Wireless fitted, ball letters - K. I. G. F. Submarine signalling fitted. Flashboards similar to those marked on the sister vessel "Satantia".			
The Surveyor should state the Number of Report and Name of any Sister Vessel, with the letter A.B. Plans to be forwarded with F.E. Report showing vessel as built.				The Surveyor should state the Number of Report and Name of any Sister Vessel, with the letter A.B. Plans to be forwarded with F.E. Report showing vessel as built.				The Surveyor should state the Number of Report and Name of any Sister Vessel, with the letter A.B. Plans to be forwarded with F.E. Report showing vessel as built.			
The amount of Entry Fee				The amount of Entry Fee				The amount of Entry Fee			
Special Survey Fee				Special Survey Fee				Special Survey Fee			
Travelling Expenses, if any				Travelling Expenses, if any				Travelling Expenses, if any			
State whether the Vessel has been built under Special Survey				State whether the Vessel has been built under Special Survey				State whether the Vessel has been built under Special Survey			
I am of opinion this Vessel should be Classed				I am of opinion this Vessel should be Classed				I am of opinion this Vessel should be Classed			
without Freeboard, as condition of Class				without Freeboard, as condition of Class				without Freeboard, as condition of Class			
Committee's Minute				Committee's Minute				Committee's Minute			
Character assigned				Character assigned				Character assigned			
Note: A.O.P.				Note: A.O.P.				Note: A.O.P.			
G.P. L. K.				G.P. L. K.				G.P. L. K.			
Elec. L.				Elec. L.				Elec. L.			
Fitted for oil fuel				Fitted for oil fuel				Fitted for oil fuel			
Temp. above 150°F.				Temp. above 150°F.				Temp. above 150°F.			
New York JUN 10 1919				New York JUN 10 1919				New York JUN 10 1919			
+ L.M.C. 5-19 Subject				+ L.M.C. 5-19 Subject				+ L.M.C. 5-19 Subject			
Fitted for oil fuel 519				Fitted for oil fuel 519				Fitted for oil fuel 519			
Temp. above 150°F.				Temp. above 150°F.				Temp. above 150°F.			
J.M. Ferguson & A.D. Cairns				J.M. Ferguson & A.D. Cairns				J.M. Ferguson & A.D. Cairns			
Surveyor to Lloyd's Register of Shipping.				Surveyor to Lloyd's Register of Shipping.				Surveyor to Lloyd's Register of Shipping.			



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 39.25 ft., R.Q.D. ☒ ft., Bridge 121.5 ft., Forecastle 42.59 (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) 2. Plks (Stl.)

Official No. 218088; Signal Letters L.R.F.K.

State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside Cement, bitumastic & Paint Outside Paint.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <u>Oil fuel</u>	<u>74'-3"</u>	<u>329.5 W.</u>	Fore peak tank,		<u>144.5 W.</u>
Double bottom, under Engines and Boilers,			After peak tank,		<u>100.5 W.</u>
Double bottom, if under Engines only, <u>Fresh water</u>	<u>22'-6"</u>	<u>132.5 W.</u>	Deep tank, aft,	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Double bottom, if under Boilers only, <u>Oil fuel</u>	<u>22'-6"</u>	<u>133.5 W.</u>	Deep tank, forward,	<u>36'-0"</u>	<u>879.5 W.</u>
Double bottom, forward, <u>Oil fuel</u>	<u>159'-9"</u>	<u>786.5 W.</u>	Other tanks, if fitted, <u>Nothing tank in deep tank</u>	<u>13'-6"</u>	<u>131.5 W.</u>
		Total capacity of double bottom <u>1380.5 W.</u>	(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. 287.

Date 21/1/18.

No. 522, in builder's yard.

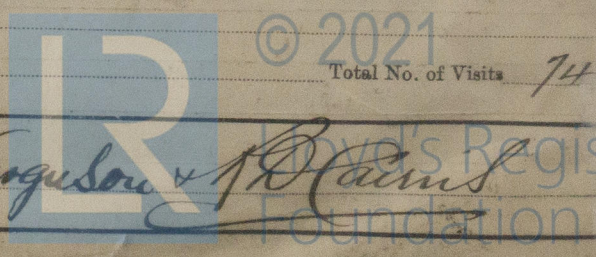
DATES OF SURVEYS held while building

1918  
June 27 28 July 8 15 19 22 23 24 Aug 5 19 26 Sep 9 16 23 Oct 8 16 23 27  
4 11 13 21 Dec 3 9 19 26 Jan 8 14 21 22 23 25 28 Feb 5 6 8 15 17 18 19  
Mar 1 7 8 10 11 12 15 18 20 22 24 25 27 29 31 Apr 1 2 3 4 5 12 18 24  
May 8 9 13 14 19 23 26 27 28 31

Total No. of Visits 74

Surveyor's Signature

J. W. Ferguson & J. D. Cairns



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