

With or Without  
Disconnected Erections.  
STEEL STEAMER.

REC'D NEW YORK

14 MAY 1919

Received at London Office

Date of completion of report 18<sup>th</sup> April 1919 Port of Philadelphia  
Survey held at Hag Island, Pa Date, First Survey April 22<sup>nd</sup> 1918 Last Survey 17<sup>th</sup> April 1919

On the (State if Single, Twin or Triple Screw) Steamer "SALUDA" Rig Two Masts (No sails)

TONNAGE under 4739.82

Tonnage Deck 148.83

Do. between Tonnage Dk. and 3rd and 4th Dk. 440.49

Do. of Poop 79.74

Do. of Bridge House 207.82

Do. of Forecastle 52.30

Do. of excess of Hatchways 115.32

Do. above Crown of Engine Room 5784.32

Gross Tonnage 301.76

Less Crew Space 115.32

Less above Crown of Engine Room 5784.32

TONNAGE FOR FEES 1850.98

Less Engine Room 118.58

Less Navigation Spaces 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 184.0

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 A. E. Ellis

Year of appointment

Built at Hag Island, Pa

When built 1919 Launched

By whom built American International Corporation

Owners The United States Shipping Board

Managers Emergency Fleet Corp

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—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. Second Dk. Beams	19	0	2

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.		

Dimensions of Ship per Register, Length 390' breadth 54.2' depth 32.6'

FRAMING.				PILLARS.			
FRAME, Angles, or Bars amidships				PILLARS In 'tween Deck, size and spacing			
Do. in peaks	12	3 1/2	30 1/2	" " Hold	8x	71.5 I	8x 71.5 I
Do. in way of Double Bottoms at Solid Floors	10	3 1/2	24 1/2	" " Quarter 'tween Dks.,	14x	130.5 I	Wide space
" " at intermdt. Bkts.	3	3 1/2	43 1/2	" " in Hold			
Spacing of Frames from centre to centre amidships	8	3 1/2	56				
" " length to Collision bulkhead	27		27				
" " in peaks	24		24				
REVERSED FRAME, Angles, in Peaks	4	3 1/2	7 1/2				
Do. in way of Double Bottoms at Solid Floors	3	3 1/2	43 1/2				
" " at intermdt. Bkts.	8	3 1/2	56				
FRAMING, depth of girder	12	10	12				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							
" 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							
FLOORS in Cell. Double Bottoms	38	4	37E 50B				
" state if flanged (top & bottom)	No		No				
" Spacing of Solid floors	31	3 1/2	31				
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	48	50	50B				
" Angles, Top	3 1/2	3 1/2	50B				
" Bottom	4	4	68 1/2				
" to Floors	3 1/2	3 1/2	43 1/2				
Brackets at intermdt. frmg., wdth & thcknss	42	1/2	50B				
SIDE GIRDERS, number on each side & thickness	20	3 1/2	43 1/2				
" state if flanged (top and bottom)	3 1/2	3 1/2	43 1/2				
" Angles (top and bottom)	3 1/2	3 1/2	50B				
" to Floors	3	3	38				
MARGIN PLATE, depth (exclusive of flange) and thickness	5	5	50B				
" Angle to Outside Plating	5	5	50B				
" Floors	3 1/2	3 1/2	43 1/2				
Brackets at intermdt. frmg., wdth & thcknss	72	3 1/2	50B				
Height of Outside Brackets above at bilge	37 1/2	1/2	50B				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	72	1/2	50B				
" in Engine and Boiler space	50E	1/2	50B				
" Remainder in Holds	43 1/2		43 1/2				
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	10	3.3	21.7				
" In way of Long Bridge	10	3.3	21.7				
" Spacing	27		27				
BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	12	3	25				
" Spacing	27		27				
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, Tee Bulb, or Channel	7	3.4	18.6				
" Angles on upper edge							
" Spacing	27		27				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3.3	21.7				
" Angles on upper edge							
" Spacing	27		27				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3.3	21.7				
" Angles on upper edge							
" Spacing	27		27				

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

Lloyd's Register  
Foundation  
W 1575-6638



EQUIPMENT No. 36095				LETTER Z.				ANCHORS.				Tonnage U.K. OR PLATING NO. FOR RAILROADS				FOR STEAMERS			
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.			
		Cwts.	lbs.	Cwts.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.							
6685	1st Bower ...	67	3	2	2	52	10	0	0	63	3	0	Baldt	"	"	"	"		
6686	2nd " .....	66	2	27	"	51	19	1	14	63	3	0	"	"	"	"	"		
7238	3rd " .....	62	0	6	"	49	10	0	0	54	2	0	"	"	"	"	"		
	4th " .....																		
	Collective weight.	196	2	7	✓														
6407	Stream .....	25	2	19	"	25	5	3	21	21	3	14	"	"	"	"	"		
6692	Kedge.....	10	1	7	"	12	6	2	7	9	1	14	"	"	"	"	"		

Particulars of Drop Test of Cast Steel Anchors, viz.:—  
Weight, Surveyor's Initials,  
Number of Certificate, Date  
of Test.

1st Bower Had 60-0-25 JBS 6685 10/6/18 Dropped 12ft. Ridge Near 7-0-26 JBS 6692 11/6/18 Dropped 10ft.  
2nd " " 49-0-12 JBS 6686 10/6/18 " 12ft  
3rd " " 43-1-6 JBS 7238 11/6/18 " 12ft  
4th " " 19-1-19 JBS 6407 1/5/18 " 12+15ft

### CHAIN CABLES.

Number of Certificate.		Length and size supplied.		Test per Certificate.		WRIGTH 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 Towlime.		Length and Size per Table 31.			
		Fathoms.	Inches.	Tons.	Qrs.	Cwts.	Qrs.	lbs.	Fathoms.	Inches.								Fathoms.	Inches.	Tons.	Qrs.	Cwts.	Qrs.	lbs.	
10999	210	2 1/2	15	15	15	15	15	15	270	2 1/2	Steel cable	American Chain Co.	Philadelphia Pa.	11/1/18	J.B.S.	TOWLINE SW	125	5	7 1/2	170	5	8	180	5	8
10999	210	2 1/2	15	15	15	15	15	15	270	2 1/2	Steel cable	American Chain Co.	Philadelphia Pa.	11/1/18	J.B.S.	HAWSESWARPS	180	8	7	180	8	7	180	8	7

**HAWSERS AND WARPS.**

Boats 4, 24 ft steel boats & boards Steering Gear, Steam by Amer. Eng. Co. Steering Gear, Hand by Amer. Eng. Co.  
Pumps, Number 2 Diameter of Barrel 5 1/4 x 4 1/4 State whether they are in efficient working order yes  
Windlass is steam by Weland Co. Capstan steam by Hyde Windlass Co.  
Engine Room Skylights.—How constructed? steel plates & angles What arrangements for deadlights in bad weather? steel flanges with bulleyes  
Coal Bunker Openings.—How constructed? How are lids secured? Bolted plates Height above deck 6"  
Number of Scupper, and numbers and dimensions of Freeing Ports, &c. 8 each side  
Ceiling in Holds, thickness and material 2 3/4 spruce over 2 1/2 ground Sargo Battens, thickness and material 6" x 2" spruce  
Cargo Hatchways.—How formed? Steel plates & angles Hatches, If strong and efficient? yes  
State size No. 1 Hatch (Forward) 26' 10" x 24'-0" No. 2 Hatch 31'-4" x 24'-0" No. 3 Hatch 15'-9" x 18'-0" No. 4 Hatch 31'-4" x 26'-0"  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Nos 1 & 5 Webs Nos 2 & 4 6 Webs No 3 2 Webs No 4 1 web  
I 24 x 73# N° 3 I 18 x 60# No. of Breasthooks 6 No. of Guitches Deep Floors  
Bulwarks, height above deck and description 48" x 1/2" steel plates, plate plating Main Rail, material and size 8 x 3 1/2 x 1/4  
The foregoing is a correct description.  
Builder's Signature (three only) American International Corporation Surveyor's Signature John Brock Patterson  
By M.C. Smith Vice President  
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)  
7/7/18 M 2/4/18 M 4/2/18 M 22/4/18 M 24/5/18  
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 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?  
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.) Workmanship good throughout  
This steel single screw steamer has been built in accordance with the approved plans, Secy's letter of the above dated in general conformity with the Rules for the class contemplated. This vessel is a sister vessel to the S.S. "BACO" Phila Rpt. No. 3194. and previous sister vessels.  
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 app'd plans are in the London office, one copy of Machinery Section & Profile herewith for filing with Report.  
Wireless fitted Call letters K.E.G.Q. Submarine signalling fitted  
Fireboards similar to those marked on the sister vessel "Baco" previous sister vessels by the  
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.

The amount of Entry Fee ..... £ 15 10 1919  
Special Survey Fee.... \$ 723 10 0  
Travelling Expenses, if any £ 5 5 1919

State whether the Vessel has been built under Special Survey yes  
I am of opinion this Vessel should be Classed + 100A, 1, 7, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 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, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 1



GENERAL REMARKS—(continued).

American Bureau have been marked on & cut in with the letters A.B.  
255 fathoms of the Chain Cable supplied to this vessel have been tested by the American  
Bureau Surveyors & on careful examination was found satisfactory

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 39.25 ft., R.Q.D. ft., Bridge 21.5 ft., Forecastle 42.5 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 a  
should appear in the Register Book) 2 Decks (Steel)  
Official No. 217573; Signal Letters L.P.T.W. State if Machinery is fitted aft No  
How are the surfaces preserved from oxidation? Inside Cement, bituminous & 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, Oil fuel	74'-3"	329 S.W.	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only, Fresh Water	22'-6"	132 S.W.	Deep tank, aft,	38'-0"	879 S.
Double bottom, if under Boilers only, Oil fuel	22'-6"	133 S.W.	Deep tank, forward,	13'-6"	131 S.
Double bottom, forward, Oil fuel	159'-9"	786 S.W.	Other tanks, if fitted, Settling tank in deep tank		
	Total capacity of double bottom	1380 S.W.	(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

Order for Special Survey No. 266

Date 21/1/18

No. 591 in builder's yard.

DATES OF SURVEYS held while building

1918  
Apr 22-23 May 8-10-15-20-23-27 June 5-7-10-12-25 July 12-8-15-22-29 Aug 4-12-13-14-15-20-21-22  
24-26-27-28-29 Sep 4-5-6-7-9-10-11-12-13-14-16-17-18-21-23-28 Oct 9-14-16-17-18-21-25-28-30  
6-7-8-9-12-14-15-18-20-23-25-29-30 Dec 2-3-5-7-9-10-11-12-16-17-19-20-23-26-27-29-30-31  
1919  
Jan 2-4-7-9-15-22-29 Feb 3-7-9-18-19-20-21-24 Mar 2-7-8-11-18-28 Apr 2-7-8-11-14-15

Total No. of Visits 116

Surveyor's Signature

John Rockwell & Co. Ltd.  
Foundation