

With or Without Disconnected Erections.

STEEL STEAMER.

TUE DEC. 7 1920

Received at London Office

Date of completion of report
Survey held at **ALAMEDA**

Nov 1920

Port of **SAN FRANCISCO**

Date, First Survey

13th Jan. 1920

Last Survey

3rd Nov 1920

1920

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

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

and 3rd and 4th Dk.

Total under Upper Dk.

Do. of Poop

Do. of R. & B. Ch. H. Ho

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Room

Space

Crown of

Room

FOR FEES

Room

ation Spaces

Tonnage

on Beam

S/S "ALGONQUIN"

CLASS 100A1

FEET.

Master **H. D. CLARKE**

Year of appointment

Built at **ALAMEDA CAL. U.S.A.**

When built **1920**

Launched **23rd AUG. 1920**

By whom built **BETHLEHEM S. B. CORP.**

Owners **STANDARD TRANSPORTATION CO. OF NEW YORK.**

Managers

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

Residence

NEW YORK.

Port belonging to

NEW YORK.

Breadth (greatest moulded) **56.0**

Depth, at middle of length from top of keel to top of upper deck beams at side **33.5**

Transverse Number **89.5**

Length on deck from fore part of stem to after part of stern post **435.0**

Longitudinal Number **35932**

Depth "d," at middle of length (See Secs. 2 & 13) **12.98**

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

Long Bridge Deck Beam at side to top of keel

Destined Voyage **Taku Bar**

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

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
435	0	Moulded	56	0	Do.	Do.	33	6	Two
							26	0	No. of Tiers of Beams
									Two

Moulded depth, ft. **41** ins. **3** To Bridge Dk. Round of Upper **12** ins.

Moulded depth, ft. **33** ins. **6** To Upper Dk. Dk. Beam, Actual

ons of Ship per Register, Length **435.0** breadth **56.0** depth **32.0**

FRAMING. Inches in Ship Inches in Ship Inches in Ship Inches in Ship Inches in Ship Inches in Ship

E, Angles, or [or [Bars amidships **SEE PAGE 4**

in peaks **3 1/2 40 3 1/2 40**

in way of Double Bottoms at Solid Floors **3 1/2 44 3 1/2 44**

WAY OF ENDS SPACE **2 1/2 44 2 1/2 44**

at intermdt. Bkts. **2 1/2 44 2 1/2 44**

g of Frames from centre to centre amidships **24 24**

length to Collision bulkhead **3 1/2 3 40 3 1/2 3 40**

in peaks **3 1/2 3 40 3 1/2 3 40**

IN REVERSED FRAME, Angles, IN REVERSED FRAME **3 1/2 3 40 3 1/2 3 40**

in way of Double Bottoms at Solid Floors **3 1/2 3 40 3 1/2 3 40**

at intermdt. Bkts. **3 1/2 3 40 3 1/2 3 40**

ING, depth of girder **38 38**

ERS, depth and thickness of Floor Plate at mid-line for length amidships

in way of Engine and Boiler Spaces **38 38**

thickness at the ends of vessel **42 52.5 42 52.5**

depth at 1/2 the half breadth, as per Rule **No**

height extended at the Bilges **2 1/2 44 2 1/2 44**

RS in Cell. Double Bottoms **60 54 62.5 60 54 62.5**

state if flanged (top & bottom) **6 6 54 6 6 54**

Spacing of Solid floors **3 1/2 3 1/2 44 3 1/2 3 1/2 44**

REG GIRDER, in Dbl. bottom, dpth. & thcknss. **5 5 50 5 5 50**

Angles, Top **5 5 50 5 5 50**

Bottom **5 5 50 5 5 50**

to Floors **5 5 50 5 5 50**

Brackets at intermdt. frmg., wdth & thcknss **45 52 56.5 45 52 56.5**

GIRDERS, number on each side & thickness **50 56.5 50 56.5**

state if flanged (top and bottom) **3 1/2 3 1/2 44 3 1/2 3 1/2 44**

Angles (top and bottom) **3 1/2 3 1/2 44 3 1/2 3 1/2 44**

to Floors **3 1/2 3 1/2 44 3 1/2 3 1/2 44**

IN PLATE, depth (exclusive of flange) **5 5 50 5 5 50**

and thickness **5 5 50 5 5 50**

Angle to Outside Plating **5 5 50 5 5 50**

Floors **5 5 50 5 5 50**

Brackets at intermdt. frmg., wdth & thcknss **45 52 56.5 45 52 56.5**

Height of Outside Brackets above at bilge **50 56.5 50 56.5**

R BOTTOM PLATING, breadth and thickness of Middle Line Strake

in Engine and Boiler space **50 56.5 50 56.5**

Remainder in Holds **50 56.5 50 56.5**

S, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel

In way of Long Bridge **50 56.5 50 56.5**

Spacing **50 56.5 50 56.5**

S, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Spacing **50 56.5 50 56.5**

S, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge **50 56.5 50 56.5**

Spacing **50 56.5 50 56.5**

S, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge **50 56.5 50 56.5**

Spacing **50 56.5 50 56.5**

S, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge **50 56.5 50 56.5**

Spacing **50 56.5 50 56.5**

S, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge **50 56.5 50 56.5**

Spacing **50 56.5 50 56.5**

PILLARS. Inches in Ship Inches in Ship Inches in Ship Inches in Ship Inches in Ship Inches in Ship

PILLARS In 'tween Deck, size and spacing

Hold **CENTRE LINE BULKHEAD IN LIEU OF PILLARS**

Quarter 'tween Dks. **CENTRE LINE BULKHEAD IN LIEU OF PILLARS**

in Hold **CENTRE LINE BULKHEAD IN LIEU OF PILLARS**

KEELSONS & STRINGERS. Inches in Ship Inches in Ship Inches in Ship Inches in Ship Inches in Ship Inches in Ship

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate

Rider Plate **63 64 63 64**

Flat Plate Keel Angles **6 x 6 x 62.5 6 x 6 x 62.5**

Horizontal Plates on Floors **46 46**

Angles or Bulb Angles **46 46**

SIDE KEELSONS, Number **46 46**

Angles or Bulb Angles **46 46**

Plate above floors, for length **46 46**

Intercoastal Plate, for length **46 46**

Attached to outside Plating with Angle **46 46**

BILGE KEELSON, Angles **46 46**

Intercoastal Plate for length **46 46**

Attached to outside Plating with Angle **46 46**

SIDE STRINGERS, Number **46 46**

Angle **46 46**

Intercoastal Plate, for length **46 46**

Attached to outside plating with Angle **46 46**

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)

br'dth & thickness (in way of Bridge) **63 64 63 64**

Angle (clear of Bridge) **6 x 6 x 62.5 6 x 6 x 62.5**

Tie Plate at sides of Hatchways **46 46**

Deck. Iron or Steel, for FULL lng. **46 46**

Thickness (clear of Bridge) **46 46**

(in way of Bridge) **46 46**

Wood Deck. Material & thickness **46 46**

Second Deck Stringer Plate, br'dth & thickness **46 46**

Angles on ditto, No. **5 x 5 x 44 5 x 5 x 44**

Tie Plates outside Hatchways **46 46**

Deck. Iron or Steel, for FULL lng. **46 46**

Wood Deck. Material & thickness **46 46**

Third Deck Stringer Plate, br'dth & thickness **46 46**

Angles on ditto, No. **46 46**

Tie Plates, outside Hatchways **46 46**

Deck. Material and thickness **46 46**

Fourth and Fifth Deck Stringer Plate, br'dth & thickness **46 46**

Angles on ditto, No. **46 46**

Tie Plates outside Hatchways **46 46**

Deck. Material and thickness **46 46**

Poop Deck Stringer Plate, breadth & thickness **34 36 34 36**

Angle on ditto **3 1/2 x 3 1/2 36 3 1/2 x 3 1/2 36**

Tie Plates **30 30**

Deck. Material and thickness **30 30**

Bridge Deck Stringer Plate, br'dth & thickness **63 42 63 42**

Angle on ditto **3 1/2 x 3 1/2 42 3 1/2 x 3 1/2 42**

Tie Plates **30 30**

Deck. Material and thickness **30 30**

Forecastle Deck Stringer Plate, br'dth & th'kns **34 36 34 36**

Angle on ditto **3 1/2 x 3 1/2 36 3 1/2 x 3 1/2 36**

Tie Plates **30 30**

Deck. Material and thickness **30 30**

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

[illegible]

EQUIPMENT No. 40675				LETTER B+				ANCHORS				Tonnage U.K. or PLATING No. FOR TRAWLERS					
Number of Certificate	Anchors	WEIGHT, E.A. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQUIRED BY TABLE 31			Description of Anchor	Makers	Where and when tested and Superintendent	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	owts.	qrs.	lbs.	Owts.	qrs.				lbs.
10083	1st Bower	81	1	25	80	10	0	59	10	0	80	0	0	BALOT	BALOT ANCHOR CO	CHESTER, PA. 13-1-20	
10086	2nd "	1/2	3	24	"	"	"	55	5	0	0	1/2	2	0	"	"	" 13-1-20
10035	3rd "	65	0	19	"	"	"	50	2	2	0	62	0	0	"	"	" 13-1-20
	4th "																
	Collective weight	214	2	15								214	2	0			
10033	Stream	25	2	24	"	"	"	25	8	0	14	25	2	14	"	"	" 13-1-20
10031	Kedge	12	0	6	"	"	"	13	17	2	0	11	1	0	"	"	" 13-1-20
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																	
1st Bower		81-1-25 J.M.F. 10083. 28-1-20															
2nd "		1/2-3-24 E.G.B. 10086. 18-1-20															
3rd "		65-0-19 E.G.B. 10035. 13-1-20															
4th "		STREAM: 25-2-24 E.G.B. 10033. 13-1-20. KEDGE: 12-0-6 E.G.B. 10031. 13-1-20															
CHAIN CABLES.																	
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.				
			Supplied.	Per Rule.						Length.	Ins.		Length.	Ins.			
2581	300 2 3/8	100%	142 1/2	10 008-3-21	8 1/4 1-0	300 2 3/8	STUDLINK AMERICAN C.C. CO.	COLUMBUS O. 13-2-20	TOWLINE	130	5 1/2	88	130	5 1/2			
									HAWERS & WARPS	6-125	12						
										2-125	10		4-100	8			
										3-100	8						
										1-100	7						
Boats <i>Five</i> Steering Gear, Steam <i>amships</i> . Steering Gear, Hand <i>alt.</i>																	
Pumps, Number <i>as per Pumping plan</i> Diameter of Barrel <i>✓</i> State whether they are in efficient working order																	
Windlass is <i>Steam</i> by <i>Bethlehem S.B. Corps</i> Capstan <i>Steam</i> by <i>Bethlehem S.B. Corps</i>																	
Engine Room Skylights.—How constructed? <i>Steel plate & angles</i> What arrangements for deadlights in bad weather? <i>Steel flaps & bulls eye</i>																	
Coal Bunker Openings.—How constructed? <i>✓</i> How are lids secured? <i>✓</i> Height above deck? <i>✓</i>																	
Number of Scuppers, and numbers and dimensions of <i>Freeing Ports, &c.</i> <i>6 scuppers on each side, open rails.</i>																	
Ceiling in Holds, thickness and material <i>✓</i> Cargo Battens, thickness and material <i>✓</i>																	
Cargo Hatchways.—How formed? <i>Steel plates & angles.</i> Hatches, If strong and efficient? <i>yes.</i>																	
State size No. 1 Hatch (Forward) <i>10' 0" x 10' 0"</i> No. 2 Hatch <i>✓ oil hatchways as per deck plan</i> No. 3 Hatch <i>✓</i> No. 4 Hatch <i>✓</i>																	
Number of Web Plates, <i>Shifting Beams</i> and <i>Pore and Atters</i> to each Hatch <i>one.</i>																	
No. of Breasthooks <i>ten.</i> No. of Crutches <i>deep floors.</i>																	
Bulwarks, height above deck and description <i>as per rails.</i> Main Rail, material and size <i>✓</i>																	
The foregoing is a correct description. <i>UNION PLANT</i> Surveyor's Signature <i>APW</i> <i>Robt. J. Smith</i> Surveyor to Lloyd's Register of Shipping.																	
Builder's Signature <i>(here only)</i> <i>Asst. General Manager.</i>																	
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)																	
<i>NEW YORK. 22/1/20. 29/1/20.</i>																	
Workmanship. Are the butts of plating planed or otherwise fitted? <i>planed where practicable</i>																	
Is the riveted work properly closed? <i>yes.</i>																	
Are the liners between the frames and plates solid single pieces? <i>none, longitudinal framing</i> Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? <i>yes.</i> Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? <i>yes.</i> Do any rivets break into or through the seams or butts of the plating? <i>a few.</i>																	
Are the butts of Plating, Stringers, &c., properly shifted and <i>OVERLAPPED.</i> <i>yes.</i>																	
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? <i>yes.</i> State results of tests <i>satisfactory.</i>																	
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? <i>yes.</i> State results of tests <i>satisfactory.</i>																	
General Remarks (State quality of workmanship, &c.) <i>This vessel has been built in accordance with the approved plans & the Rules of this Society. The materials and workmanship are of good quality</i>																	
<i>The cargo tanks, cofferdams, oil-fuel tanks & water ballast tanks have all been tested as required by the rules & found satisfactory.</i>																	
<i>Sister vessel to "WILLIAM H. DOHENY." S. To rph. No. 3389 with the exception that the old Carnegie rollings have been used for all the sectional materials, this being in accordance to what was approved for previous Sister vessels of this type see S. To. rph. No 2718 on "PAUL H. HARWOOD."</i>																	
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.																	
FREEBOARD FEE. 50.00 Fees applied for, The amount of Entry Fee ... \$ 25.00 <i>Nov. 13 1920</i> Certificate to be sent to Date of issue Special Survey Fee. \$ 1025.50 Received by me, Travelling Expenses, if any \$ 3.10 <i>Dec 13 1920</i>																	
State whether the Vessel has been built under Special Survey <i>YES.</i>																	
I am of opinion this Vessel should be Classed <i>100 A1. "CARRYING PETROLEUM IN BULK"</i> <i>APW</i> <i>Robt. J. Smith</i> Surveyor to Lloyd's Register of Shipping.																	
With, or without Freeboard, as condition of Class <i>WITHOUT. LONGITUDINAL FRAMING.</i>																	
Committee's Minute <i>New York NOV 23 1920</i>																	
Character assigned <i>+ 100A1</i>																	
<i>note as per</i>																	
<i>Exp. 6 & 4</i>																	
<i>done from</i>																	
<i>only off</i>																	
<i>etc</i>																	
<i>JD</i>																	
<i>Law: let in bulk</i>																	
<i>+ dmb 11.20</i>																	
<i>Fitted for oil fuel 11.20</i>																	
<i>21. above 150°F.</i>																	

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.		Spacing of Rivets on each side of Transverses and Bulkheads.		Rivets in Brackets to Bulkheads.	
		In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.	In.
Framing of L AND C																			
Frames in Bridge 'tween Decks ...		6	3	375				6	3	375					7/8	5 1/4	5 1/4		
Frames from Uppermost Continuous Deck No. 1		8	3 1/2	40	8	3 1/2	40	8	3 1/2	40	8	3 1/2	40				10	7/8	
" 2		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 3		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 4		9	3 1/2	438	9	3 1/2	438	9	3 1/2	475	9	3 1/2	475	"	"	"	"	"	
" 5		"	"	"	"	"	"	"	"	"	"	"	"	"	"	4 for 11 rivets	14	"	
" 6		10	3 1/2	484	10	3 1/2	484	10	3 1/2	525	10	3 1/2	525	"	"	"	"	"	
" 7		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 8		"	"	"	"	"	"	"	"	"	"	"	"	"	"	3 1/2	"	"	
" 9		10	3 1/2	625	10	3 1/2	625	"	"	"	"	"	"	"	"	"	16	"	
" 10		12	3 7/8	475	12	3 7/8	475	12	3 6	60	12	3 6	60	"	"	"	"	"	
" 11		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 12		12	3 8/9	595	12	3 8/9	595	12	3 7	70	12	3 7	70	"	"	"	"	"	
" 13		12	4	70	12	4	70	12	3 7	70	12	3 7	70	"	"	"	"	"	
" 14		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	12	"	
" 15		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
" 16		"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	
Spacing of Longitudinal Frames		Amidships 30' 17"		At Ends 24' 5"		GIRDER 40'		40'		40'		40'						Sp. 4'	
Double Bottoms L , C or C		Tank Top Longitudinals		Bottom															
Spacing of Longitudinals		Amidships		At Ends...															
Transverses.																			
In Bridge 'tween Decks		Depth and Thickness		14		40		14		40									
		Face Angle		4		3 1/2		44		4		3 1/2		44					
		Lugs to Shell*		3 1/2		3 1/2		40		3 1/2		3 1/2		38		7/8		4	
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness		18		40		18		40		18		40					
		Face Angle		4		3 1/2		44		4		3 1/2		44		4		3 1/2	
		Lugs to Shell*		3 1/2		3 1/2		40		3 1/2		3 1/2		38		7/8		4	
In Hold.		Depth and Thickness		34		46		34		46		34		46					
		Face Angle		9		3 1/2		438		9		3 1/2		475		9		3 1/2	
		Lugs to Shell*		6		6		50		6		6		50		7/8		4	
		Brackets				40				40				40				DOUBLE RIVETED	
Spacing of Transverse Frames		9' 6"		9' 6"		9' 6"		9' 6"		9' 6"		9' 6"		9' 6"					
* State if joggled or liners.		LINERS.																	
Longitudinal Beams of L , C or A		Bridge Deck ...		6		3		375		6		3 1/2		375		3' 0"			
		Avg. or Sldr. Pl.		7		3		438		7		3		438		30"			
		Upper		8		3 1/2		40		8		3 1/2		40		30"			
		Second		8		3 1/2		40		8		3 1/2		40		30"			
		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.

Se. 3, 17.—T. W 1624-0178 3/4

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.0 ft., R.Q.D. ✓ ft., Bridge 50.0 ft., Forecastle 42 (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 should appear in the Register Book) 2 DKS (STL) 7 WEB FRAMES.

Official No. 220815; Signal Letters M.B.V.P. State if Machinery is fitted aft YES.

How are the surfaces preserved from oxidation? Inside BY PAINT & ASPHALT. OUTSIDE OIL TANKS. Outside BY 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.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	✓	✓	Fore peak tank,	✓	10
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	✓	7
Double bottom, if under Engines only,	36.5	77	Deep tank, aft,	50.0	88
Double bottom, if under Boilers only,	25.08	120	Deep tank, forward,		
Double bottom, forward,	✓	✓	Other tanks, if fitted,		
Total capacity of double bottom		199	(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. 114.

Date 6th Jan 1920

No. 5304 in builder's yard.

DATES of Surveys held while building

1920 JAN: 13, 19, 26, FEB: 2, 9, 18, MARCH 1, 8, 16, 20, 26, APRIL 1, 8, 16, 21, 26, MAY 4, 11, 18, 24, JUNE 3, 8, 14, 18, 23, JULY 9, 15, 22, 23, 26, AUG. 16, 20, 21, 23, 24, 27, SEP: 1, 3, 8, 13, 16, 17, 20, 27, 28, 29, OCT. 4, 5, 6, 7, 11, 12, 14, 15, 16, 18, 20, 25, 26, Nov. 3.

Total No. of Visits

Surveyor's Signature

A.P.W. M. Kaby & M. Smith

Lloyd's Register Foundation