

# With or Without Disconnected Erections.

# STEEL STEAMER.

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

Received at London Office MON 21 OCT 1918

Date of completion of report *Sept 5<sup>th</sup> 1918*  
Survey held at *PORTLAND, OREGON*

Port of *PORTLAND, OREGON*

Date, First Survey *March 20<sup>th</sup> 1918*

Last Survey *Aug. 9<sup>th</sup> 1918*

No. *528*

On the (State if Single, Twin, or Triple Screw) *Single Screw Steel Steamer "Western Mail"*

CLASS *100 A.1*

Rig *Demick*

Master *E. O. Smith*

Year of appointment (1) As Master in service of owner of present vessel: 1918  
(2) As Master of this vessel: 1918

Built at *PORTLAND, OREGON*

When built *1918* Launched *July 8<sup>th</sup> 1918*

By whom built *Northwest Steel Company*

Owners *Emergency Fleet Corporation*

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

Residence

Port belonging to *PORTLAND, OREGON*

TONNAGE under 5138.92  
Tonnage Deck 102.57  
Do. between Tonnage Dk. and 3rd and 4th Dk. 5241.49  
Total under Upper Dk. 5241.49  
Do. of Poop 150.34  
Do. of R.Q.Dk. SADDLE BACK 7.82  
Do. of Bridge House 31.45  
Do. of Forecastle 128.45  
Do. of Houses on Dk. 182.65  
Do. of excess of Hatchways 44.32  
Do. above Crown of Engine Room 85.00  
Gross Tonnage 5871.32  
Less Crew Space 317.23  
Less above Crown of Engine Room 1878.82  
Tonnage for Fees 96.36  
Tonnage in Beam 3578.91

Breadth (greatest moulded) 54-0  
Depth, at middle of length from top of keel to top of upper deck beams at side 30.16  
Transverse Number 84.16  
Length on deck from fore part of stem to after part of stern post 410.45  
Longitudinal Number 34543  
Depth "d," at middle of length (See Secs. 2 & 13) 18.41  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.60  
Long Bridge Deck Beam at side to top of keel 10.61  
Destined Voyage

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

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
410	5 1/2	54	0	26	10	18	5	2	2
BREADTH—Moulded		DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams		Do. do. Second Dk. Beams		Moulded depth, ft. 38 ins. 8 3/4 To Bridge Dk.		Round of Upper Dk. Beam, Actual 13 1/2 ins.	
Do. do.		Do. do.		Do. do.		Moulded depth, ft. 30 ins. 2 3/8 To Upper Dk.			

FRAMING.		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 C of Beams amidships		9	5 1/2	28 1/2	9	3 1/2	28 1/2	6	3 1/2
in peaks		6	3 1/2	11 1/2	6	3 1/2	11 1/2	3 1/2	9 1/2
in way of Double Bottoms at Solid Floors		3 1/2	3 1/2	9 1/2	3 1/2	3 1/2	9 1/2	3 1/2	9 1/2
at intermdt. Bkts.		✓	✓	✓	✓	✓	✓	✓	✓
g of Frames from centre to centre amidships		27	✓	27	✓	27	✓	27	✓
from 1/2 length to Collision bulkhead		27	✓	27	✓	27	✓	27	✓
in peaks		24	✓	24	✓	24	✓	24	✓
IN REVERSED FRAME, Angles		3	3 1/2	7 1/2	3	3 1/2	7 1/2	3 1/2	9 1/2
in way of Double Bottoms at Solid Floors		3 1/2	3 1/2	9 1/2	3 1/2	3 1/2	9 1/2	3 1/2	9 1/2
at intermdt. Bkts.		✓	✓	✓	✓	✓	✓	✓	✓
HING, depth of girder		9	✓	9	✓	9	✓	9	✓
ORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships		44 x 40	✓	44 x 40	✓	44 x 40	✓	44 x 40	✓
in way of Engine and Boiler Spaces		E.S. 40 B.S. 50	✓	E.S. 40 B.S. 50	✓	E.S. 40 B.S. 50	✓	E.S. 40 B.S. 50	✓
thickness at the ends of vessel		36	✓	36	✓	36	✓	36	✓
depth at 1/2 the half breadth, as per Rule		✓	✓	✓	✓	✓	✓	✓	✓
height extended at the Bilges		✓	✓	✓	✓	✓	✓	✓	✓
ORS in Cell. Double Bottoms		40	✓	40	✓	40	✓	40	✓
state if flanged (top & bottom)		✓	✓	✓	✓	✓	✓	✓	✓
Spacing of Solid floors		27	✓	27	✓	27	✓	27	✓
TRE GIRDER, in Dbl. bottom, dpth. & thcknss.		44 x 52	✓	44 x 52	✓	44 x 52	✓	44 x 52	✓
Angles, Top		3 1/2 x 3 1/2 x 12 1/2	✓	3 1/2 x 3 1/2 x 12 1/2	✓	3 1/2 x 3 1/2 x 12 1/2	✓	3 1/2 x 3 1/2 x 12 1/2	✓
Bottom		5 x 5 x 18 1/2	✓	5 x 5 x 18 1/2	✓	5 x 5 x 18 1/2	✓	5 x 5 x 18 1/2	✓
to Floors		5 x 5 x 18 1/2	✓	5 x 5 x 18 1/2	✓	5 x 5 x 18 1/2	✓	5 x 5 x 18 1/2	✓
Brackets at intermdt. frmg., wdth & thcknss		✓	✓	✓	✓	✓	✓	✓	✓
E GIRDERS, number on each side & thickness		2 @ 40	✓	2 @ 40	✓	2 @ 40	✓	2 @ 40	✓
state if flanged (top and bottom)		Yes	✓	Yes	✓	Yes	✓	Yes	✓
Angles (top and bottom)		3 1/2 x 3 1/2 x 9 1/2	✓	3 1/2 x 3 1/2 x 9 1/2	✓	3 1/2 x 3 1/2 x 9 1/2	✓	3 1/2 x 3 1/2 x 9 1/2	✓
to Floors		3 x 3 x 8 3/4	✓	3 x 3 x 8 3/4	✓	3 x 3 x 8 3/4	✓	3 x 3 x 8 3/4	✓
RGIN PLATE, depth (exclusive of flange) and thickness		40 x 48	✓	40 x 48	✓	40 x 48	✓	40 x 48	✓
Angle to Outside Plating		4 x 4 x 12 1/2	✓	4 x 4 x 12 1/2	✓	4 x 4 x 12 1/2	✓	4 x 4 x 12 1/2	✓
Floors		3 1/2 x 3 1/2 x 9 1/2	✓	3 1/2 x 3 1/2 x 9 1/2	✓	3 1/2 x 3 1/2 x 9 1/2	✓	3 1/2 x 3 1/2 x 9 1/2	✓
Brackets at intermdt. frmg., wdth & thcknss		✓	✓	✓	✓	✓	✓	✓	✓
Height of Outside Brackets above at bilge		30" above Margin	✓	30" above Margin	✓	30" above Margin	✓	30" above Margin	✓
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake		44 x 52	✓	44 x 52	✓	44 x 52	✓	44 x 52	✓
in Engine and Boiler space		E.S. 52 B.S. 56	✓	E.S. 52 B.S. 56	✓	E.S. 52 B.S. 56	✓	E.S. 52 B.S. 56	✓
Remainder in Holds		40 ENDS 36	✓	40 ENDS 36	✓	40 ENDS 36	✓	40 ENDS 36	✓
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel		7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓
In way of Long Bridge		✓	✓	✓	✓	✓	✓	✓	✓
Spacing		27	✓	27	✓	27	✓	27	✓
AMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel		12 x 3 1/2 x 32 1/2	✓	12 x 3 1/2 x 32 1/2	✓	12 x 3 1/2 x 32 1/2	✓	12 x 3 1/2 x 32 1/2	✓
Spacing		54	✓	54	✓	54	✓	54	✓
AMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel		7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓
Angles on upper edge		✓	✓	✓	✓	✓	✓	✓	✓
Spacing		27	✓	27	✓	27	✓	27	✓
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		9 x 3 1/2 x 28 1/2	✓	9 x 3 1/2 x 28 1/2	✓	9 x 3 1/2 x 28 1/2	✓	9 x 3 1/2 x 28 1/2	✓
Angles on upper edge		✓	✓	✓	✓	✓	✓	✓	✓
Spacing		54	✓	54	✓	54	✓	54	✓
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓
Angles on upper edge		✓	✓	✓	✓	✓	✓	✓	✓
Spacing		27	✓	27	✓	27	✓	27	✓
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel		7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓	7 x 3 1/2 x 18 1/2	✓
Angles on upper edge		✓	✓	✓	✓	✓	✓	✓	✓
Spacing		27	✓	27	✓	27	✓	27	✓

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	Channels back	Face Plate .70	12 x 3.5 x 32.7	16. 6x6x 21.5	58.0	12 x 3.4 x 21.5
"	" Hold						
"	Quarter 'tween Dks.,						
"	in Hold						
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.....						
"	Flat Plate Keel Angles .....						
"	Horizontal Plates on Floors .....						
"	Angles or Bulb Angles .....						
SIDE KEELSONS, Number							
"	Angles or Bulb Angles .....						
"	Plate above floors, for length....						
"	Intercoastal Plate, for length .....						
"	Attached to outside Plating with Angle .....						
BILGE KEELSON, Angles							
"	Intercoastal Plate for length .....						
"	Attached to outside Plating with Angle ...						
SIDE STRINGERS, Number	Two						
"	Angle .....	Single					
"	Intercoastal Plate, for whole length ....	7 x 3 1/2 x 17			7 x 3 1/2 x 17		
"	Attached to outside plating with Angle.....	15 x 44			15 x 44		
		3 1/2 x 3 1/2 x 9.8			3 1/2 x 3 1/2 x 9.8		
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)		62 x .66			62 x .66		
"	" " " br'dth & thickness (in way of Bridge)	62 x .48			62 x .48		
"	" " Angle (clear of Bridge) .....	5 x 5 x 23.6			5 x 5 x 23.6		
"	" Tie Plate at sides of Hatchways.....						
"	Deck. * Iron or Steel, for whole lng.	Steel			Steel		
"	" Thickness (clear of Bridge) .....	48 Ends .36			48 Ends .36		
"	" (in way of Bridge) .....	.40			.40		
"	Wood Deck. Material & thickness	No wood deck laid			No wood deck laid		
Second Deck Stringer Plate, br'dth & thickness		47 x .48			47 x .48		
"	Angles on ditto, No. Two	5 1/2 x 3 1/2 x 11.1			5 1/2 x 3 1/2 x 11.1		
"	Tie Plates outside Hatchways .....						
"	Deck. * Iron or Steel, for whole lng.	Steel .36 Ends .30			Steel .36 Ends .30		
"	Wood Deck. Material & thickness	No wood deck laid			No wood deck laid		
Third Deck Stringer Plate, br'dth & thickness							
"	Angles on ditto, No.						
"	Tie Plates, outside Hatchways.....						
"	Deck. * Material and thickness						
Fourth and Fifth Deck Stringer Plate, br'dth & thickness							
"	Angles on ditto, No.						
"	Tie Plates outside Hatchways .....						
"	Deck. Material & thickness						
Poop Deck Stringer Plate, breadth & thickness		35 x .36			35 x .36		
"	Angle on ditto .....	3 1/2 x 3 1/2 x 8.5			3 1/2 x 3 1/2 x 8.5		
"	Tie Plates .....						
"	Deck. Material and thickness	Steel .32			Steel .32		
Bridge Deck Stringer Plate, br'dth & thickness		56 x .56			56 x .56		
"	Angle on ditto.....	5 x 5 x 20.0			5 x 5 x 20.0		
"	Tie Plates.....						
"	Deck. Material and thickness	Steel .42			Steel .42		
Castle Deck Stringer Plate, b'dth & th'kns		35 x .36			35 x .36		
"	Angle on ditto.....	3 1/2 x 3 1/2 x 8.5			3 1/2 x 3 1/2 x 8.5		
"	Tie Plates .....						
"	Deck. Material and thickness	Steel .32			Steel .32		
If Iron or Steel Deck, state if whole or part and							



[illegible]

EQUIPMENT No.		LETTER		ANCHORS.		TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS	
Number of Certificate.	Anchors.	WEIGHT, E.K. STOCK		WEIGHT OF STOCK		TEST, PER CERTIFICATE.	
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.
28325	1st Bower ...	64	1	18	50	15	0
28319	2nd "	62	3	22	50	0	0
27841	3rd "	55	0	14	45	9	0
	4th "						
	Collective weight.	182	1	26			
284	Stream .....	22	1	23	22	15	0
	Kedge.....						

  

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.		1st Bower	2nd "	3rd "	4th "
		37 - 2 - 0	G.W.P.	3036	Oct. 30 <sup>th</sup> 1917
		36 - 3 - 0	G.W.P.	2857	July 17 <sup>th</sup> 1917
		33 - 3 - 0	G.W.P.	3039	Oct. 30 <sup>th</sup> 1917

  

CHAIN CABLES.		HAWSETERS AND WARPS.	
Number of Certificate.	Length and size supplied. Fathoms. Diam.	Test per Certificate. Strain. Breaking.	Where and when tested, and Superintendent.
12891, No. 7	210 2 1/2	915 127 1/2	Stad Link
1134, 51231	210 2 1/2	915 127 1/2	Stad Link
1078	90 4 3/4	68	Iron Stream Chain or Steel Wire

  

Boats		Steering Gear, Steam Hesse Martin		Steering Gear, Hand Hesse Martin	
Pumps, Number	Mechanical — Portable in Fore Peak	Diameter of Barrel	State whether they are in efficient working order	Capstan	State whether they are in efficient working order
Windlass is	Clark Chapman type		Yes		Yes
Engine Room Skylights.—How constructed?	Steel				
Coal Bunker Openings.—How constructed?	Steel Coaming .50"				
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.	4 Scuppers + 4 Freeing Ports 3-4 1/2 x 18"				
Ceiling in Holds, thickness and material	2 1/2" Fir laid on transverse battens				
Cargo Hatchways.—How formed?	50' Coamings 36" High with brackets + horizontal stiffeners				
State size No. 1 Hatch (Forward)	29-3 x 17-0"	No. 2 Hatch 31-6 x 17-0"	No. 3 Hatch 15-9 x 17-0"	No. 4 Hatch 29-3 x 17-0"	No. 5 Hatch 27-0 x 17-0"
Number of Web Plates, Shifting Beams	to each Hatch 5 webs except No. 3 where 3 are fitted				
Bulwarks, height above deck and description	Steel Bulwarks 3-6" high	Main Rail, material and size	6 x 3 1/2 x 3 1/2 x 15 lb. Channel		
The foregoing is a correct description.					
Builder's Signature (here only)	J. Murray	Surveyor's Signature	A.G. House		

  

**Correspondence.**—State dates and initials of letters respecting this case (References should be made in any correspondence connected with the case)

M<sup>y</sup> Jan 31<sup>st</sup> 1917. M<sup>y</sup> Oct 29<sup>th</sup> 1917. Mar 9<sup>th</sup> 1918 N<sup>y</sup> Jan 24<sup>th</sup> 1917

**Workmanship.** Are the butts of plating planed or otherwise fitted? Yes

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 facing surfaces? Yes

Do any rivets break into or through the seams or butts of the plating? very 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 very good

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes

State results of tests very good

**General Remarks** (State quality of workmanship, &c.) This vessel is a duplicate of the "S.S. Western Light" Report No. 521 and has been built in accordance with the approved plans. The workmanship and materials are good and in all respects to my satisfaction. To have the notation in the Register Book "Pl. Cem."

  

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 ..... \$ 25 : 00 :  
Special Survey Fee ..... \$ 859 : 00 :  
Travelling Expenses, if any £ 25 : 00 :

Fees applied for, Sept. 1918  
Received by me  
Date of issue 30/10/18

State whether the Vessel has been built under Special Survey  
I am of opinion this Vessel should be Classed + 100 A.I.  
With or without Freeboard, as condition of Class. Yes

Committee's Minute  
Character assigned  
notes—Elec. Lt  
A.C.R.  
Exp. L.H.

New York OCT 1 - 1918  
+ 100 A.I.  
+ Lmc 8, 18  
G.L.

H.G. House  
Surveyor to Lloyd's Register of Shipping.



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 46.5 ft., R.Q.D. ☒ ft., Bridge 114.75 ft., Forecastle 43.75 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) 2 Decks Steel 2 Tiers of Beams  
Official No. 216754; Signal Letters LMKY State if Machinery is fitted aft No.  
How are the surfaces preserved from oxidation? Inside 3 Coats of Paint Outside 3 Coats of Paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, 25.00	135	372.5	Fore peak tank, 25 upper deck	22.5	128
Double bottom, under Engines and Boilers, 45	45	188.0	After peak tank, 16.0	16.0	143
Double bottom, if under Engines only, 175.5	175.5	578.4	Deep tank, aft, (If necessary, furnish further information by sketch.)		
Double bottom, if under Boilers only, 1138.9			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
Total capacity of double bottom		1138.9	State whether the above have been tested as required by the Rules <i>yes</i>		

\* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 43

Date July 15<sup>th</sup> 1917

No. 13 in builder's yard.

DATES OF SURVEYS held while building

18 Mar. 20<sup>th</sup> Apr. 2, 4, 10, 16, 23, 24, 27. May 13, 20, 21, 22, 24, 29, 31.  
June 3, 4, 5, 6, 10, 13, 17, 18, 20, 21, 26, July 1, 3, 8, 12, 22,  
Aug. 9

Total No. of Visits 32

Surveyor's Signature

H. G. House

Lloyd's Register Foundation