

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office: 12.23.1919

Date of completion of report 6TH DECEMBER, 1919. Port of DETROIT, MICH. No. 231.
Survey held at WYANDOTTE & DETROIT, MICH. Date, First Survey 27TH MAY, 1919. Last Survey 4TH DECEMBER, 1919.

On the (State if Single, Twin, or Triple Screw) STEEL SINGLE SCREW STEAMER "LAKE FAIRPORT." Rig SCHOONER.

TONNAGE under 2237.47

Tonnage Deck... 2237.47

Do. between Tonnage Dk. and 2nd and 4th Dk. 2237.47

Total under Upper Dk. 2237.47

Do. of Poop 66.03

Do. of R. & Dk. TRUNKS 13.60

Do. of Bridge House 134.50

Do. of Forecastle 28.25

Do. of Houses on Dk. 92.07

Do. of excess of Hatchways 39.52

Do. above Crown of Engine Room 2606.44

Gross Tonnage 2606.44

Less Crew Space 834.06

Less above Crown of Engine Room 159.49

TONNAGE FOR FEES 1612

Less Engine Room 834.06

Less Navigation Spaces 159.49

CREW SPACES 1612

Register Tonnage as cut on Beam 1612

CLASS 100A1

FEET.

Breadth (greatest moulded) 43.5

Depth at middle of length from top of keel to top of upper deck beams at side 28.16

Transverse Number 71.66

Length on deck from fore part of stem to after part of stern post 251.0

Longitudinal Number 17986

Depth "d," at middle of length (See Secs. 2 & 13) 16.41

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 8.91

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage

Master

Year of appointment

Built at WYANDOTTE, MICH. U.S.A.

When built 1919 Launched 7TH Oct^R, 1919

By whom built DETROIT SHIPBUILDING Co.

Owner U.S. SHIPPING BOARD EMERGENCY FLEET CORP^S

Managers

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

Residence WASHINGTON, D.C.

Port belonging to WYANDOTTE.

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	ONE
251	0		43	6		Do. do. do. do. Second Dk. Beams	26	0 1/2	No. of Tiers of Beams	TWO

Dimensions of Ship per Register, Length 251.0 breadth 43.6 depth 26.1

Moulded depth, ft. 35 ins. 2 To Bridge Dk. Round of Upper Dk. Beam, Actual 10 1/2 ins.
Moulded depth, ft. 28 ins. 2 To Upper Dk.

FRAMING.				PILLARS.			
NAME, Angles, or Bars	Inches in Ship.	Inches in Ship.	Inches per Rule.	PILLARS In 'tween Deck, size and spacing	Inches in Ship.	Inches in Ship.	Inches per Rule.
FRAME, Angles, or Bars amidships	12	3.4	30.2	" " Hold	12	4.4	3.1
Do. in peaks	8	3.4	21.5	" " Quarter 'tween Dks.	12	4.4	3.1
Do. in way of Double Bottoms at Solid Floors	3	3	7.2	" " in Hold	12	4.4	3.1
" " at intermdt. Bkts.	7	3.3	16.5	" " At HATCH ENDS			
acing of Frames from centre to centre amidships	24		24				
" " from 1/2 length to Collision bulkhead	24		24				
" " in peaks	FP 2 1/2 A.P. 23 to 20	FP 2 1/2 A.P. 23 to 20					
EVERSED FRAME, Angles, AT HATCH ENDS	3 1/2	3 1/2	9.8				
Do. in way of Double Bottoms at Solid Floors	3	3	7.2				
" " at intermdt. Bkts.	7	3.3	16.5				
AMING, depth of girder	8		8				
DOORS, 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 Bilge							
DOORS in Cell. Double Bottoms.							
" " state if flanged (top & bottom)							
" " Spacing of Solid floors							
NTRE GIRDER, in Dbl. bottom, dpth & thcknss.	36	8.00	23.0				
" " Angles, Top DOUBLE IN E. ROOM 1/2 FOR 2 1/2 LEN.	4	4	12.8				
" " Bottom, DOUBLE.	4	4	12.8				
" " to Floors	3	3	7.2				
" " Brackets at intermdt. frmg., wdth & thcknss	48		13.0				
DE GIRDERS, number on each side & thickness	ONE		13.1				
" " state if flanged (top and bottom)							
" " Angles (top and bottom)	3	3	7.2				
" " to Floors	ON INT. FRAMES		7				
MARGIN PLATE, depth (exclusive of flange) and thickness	35	8.00	19.6				
" " Angle to Outside Plating	3 1/2	3 1/2	8.5				
" " Floors	3	3	7.2				
" " Brackets at intermdt. frmg., wdth & thcknss	42	21	13.0				
" " Height of Outside Brackets above at bilge	27		27				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	36		17.1				
" " in Engine and Boiler space	ER. 16	3. B.R.	20.4				
" " Remainder in Holds	AT HATCHWAYS		17.1				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	3.3	15.6				
" " In way of Long Bridge HALF BEAMS	6	3.5	15.0				
" " Spacing	ON EVERY FRAME						
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	10	3.6	30.6				
" " Spacing	ON ALTERNATE FRAMES						
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	UPPER 3	3.3	8.3				
" " Angles on upper edge	18	20.4	25				
" " Spacing	DECK 10	4.36	12				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5	3	11.3				
" " Angles on upper edge							
" " Spacing	ON EVERY FRAME						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	2.8	13.0				
" " Angles on upper edge							
" " Spacing	ON EVERY FRAME						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6	2.8	13.0				
" " Angles on upper edge							
" " Spacing	ON EVERY FRAME						

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

[illegible]

EQUIPMENT NO. 18954										LETTER 5										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 SL.			Description of Anchor			Makers.			Where and when tested and Superintendent.																	
1411		1st Bower		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	NATIONAL	CLEVELAND S.C.C.	CLEVELAND, O.	27.3.19.																			
1414		2nd "		41	2	22	✓				36	19	✓	44	38	3	0	"	"	"	28.3.19.																		
1197		3rd "		34	3	13	✓	"			32	5	2	44	32	2	0	"	"	"	25.2.19.																		
		4th "																			C.F. CLAPHAM.																		
		Collective weight.		118	3	5								110	0	0	✓																						
1499		Stream		13	0	4	✓	"			14	15	0	0	12	2	0	✓	"	"	CLEVELAND, O.	18.4.19.																	
1444		Kedge		6	1	0	✓	"			8	10	0	0	6	1	0	✓	"	"	"	4.4.19.																	
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																																							
1st Bower 32.3.27. C.F.C. 1411. 27.3.19. 2nd " 32.1.18 C.F.C. 1414. 28.3.19 3rd " 26.1.15 C.F.C. 1197. 25.2.19 4th " STREAM-10.0.2. C.F.C. 1499. 18.4.19. KEDGE- 4.2.21. C.F.C. 1444. 4.4.19.																																							
CHAIN CABLES.															HAWSEWS AND WARPS.																								
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and Size per Table SL.		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 SL.																	
114		240 1 7/8		63 3/4 88 1/2		140.0.20 297.3.6		240 1 7/8		STEEL LINK, AMERICAN C.C.		NORFOLK, VA. 30.4.19		TOWLINE		90 4 33		2290 2 1/2 12 1/2		2290 2 1/2		2290 2 1/2																	
391		SHACKLES		✓		3.1.27 4 1/2 100 1/2		✓		" "		BRADDOCK, PA. 17.6.19.		HAWSEWS & WARPS		2290 2 1/2 9 1/2		2290 2 1/2		2290 2 1/2		2290 2 1/2																	
Iron Stream Chain or Steel Wire		75 4 1/2		35				75 4 1/2				C.P. GRAHAM-RAND. J.H. FORTUNE.																											
Boats FOUR LIFEBOATS 24'0" ONE GIG 16'0". Steering Gear, Steam BY DETROIT S.B. Co. Steering Gear, Hand BY DETROIT S.B. Co. Pumps, Number NONE FITTED. Diameter of Barrel. ✓ State whether they are in efficient working order ✓ Windlass is STEAM & HAND COMBINED BY AMERICAN S.B. Co. Capstan NONE. Engine Room Skylights.—How constructed? STEEL PLATES & ANGLES. What arrangements for deadlights in bad weather? STEEL FLAPS WITH BULLS EYES. Coal Bunker Openings.—How constructed? STEEL PLATES & ANGLES. How are lids secured? BY BATTENS & CLEATS. Height above deck? 18" Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 5 SCUPPERS EACH SIDE. 6 FREEING PORTS EACH SIDE 42" x 18" OVAL. Ceiling in Holds, thickness and material 4" W. WOOD ON 3" GROUND. Cargo Battens, thickness and material 1 1/2" W. WOOD. Cargo Hatchways.—How formed? STEEL PLATES & ANGLES. Hatches, If strong and efficient? YES. 3" W. WOOD. State size No. 1 Hatch (Forward) 22'0" x 18'0" No. 2 Hatch 22'0" x 18'0" No. 3 Hatch 22'0" x 18'0" No. 4 Hatch 22'0" x 18'0" Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch FOUR SHIFTING BEAMS TO EACH HATCH. NO FORE & AFTERS. No. of Breasthooks THREE. No. of Crutches DEEP FLOORS. Bulwarks, height above deck and description 3'6" STEEL PLATES & ANGLE STATE 7 x 3 1/2 x 15 O.LBS Main Rail, material and size STEEL CHANNEL 6 x 3 1/2 x 15 O.LBS. The foregoing is a correct description. Builder's Signature (here only) IROIT SHIPBUILDING CO. Surveyor's Signature E. J. Evans. Surveyor to Lloyd's Register of Shipping.																																							
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) N.Y.C. 18 th FEB, 1919.																																							
Workmanship. Are the butts of plating planed or otherwise fitted? PLANED WHERE PRACTICABLE. 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 staggered? 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 and approved plans, copies of which are in the London Office. The side bunkers have been constructed in accordance with the approved plans for oil fuel. All double bottom, after peak and deep tanks and side bunkers intended for oil fuel, tested as per amended rule, Sec 49, par 6, and found satisfactory. Double bottom oil tanks not cemented. NOTATION "P.C.E.M." The quality of material and workmanship is good. The oil fuel carried in double bottom, after peak and deep tanks and side bunkers is intended for burning and not to be carried as cargo. Sister vessel S.S. "LAKE FAIRLIE", Report No 229.																																							
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 : Fees applied for, 5 th DEC 1919 Special Survey Fee..... \$ 50.75 : Received by me, 17/12/19 (N.Y.C. \$ 22.50. Det \$ 6.10.) Travelling Expenses, if any \$ 28.60 : State whether the Vessel has been built under Special Survey YES. I am of opinion this Vessel should be Classed 100A1 FITTED FOR OIL FUEL, 12, 19, F.P. ABOVE 150° F. With, or without Freeboard, as condition of Class WITHOUT.																																							
Committee's Minute New York DEC - 9 1919 Character assigned + 100A1 note:- As CP + Smc 12.19 Exp. to S Sailed for oil fuel 12.19 Mch 11 S. Lat. 35° 3' 30.																																							

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25.0 ft., R.Q.D. ✓ ft., Bridge 64.5 ft., 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) ONE DECK STEEL. TWO TIERS OF BEAMS.

Official No. 219067; Signal Letters LTHD State if Machinery is fitted aft No. How are the surfaces preserved from oxidation? Inside BY PAINT & CEMENT. 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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, OIL FUEL	68.0	145.0	Fore peak tank,		72.0
Double bottom, under Engines and Boilers, " "	44.0	138.0	After peak tank, OIL FUEL.		107.0
Double bottom, if under Engines only,			Deep tank, aft, " "	12.0	89.0
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, No. 1 TANK, OIL FUEL. No. 2 TANK, F.W.	92.0	189.0	Other tanks, if fitted, SIDE BUNKERS P. & S. OIL FUEL.	30.0	249.0
Total capacity of double bottom		472.0	(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. 115

Date 7th JUNE, 1918.

No. 270 in builder's yard.

DATES of Surveys held while building

1919: MAY, 27, 29, JUNE 3, 9, 17, 24, JULY 1, 7, 10, 14, 17, 22, 28, 30, AUG 1, 4, 6, 7, 8, 11, 16, 18, 19, 20, 21, 25, 26, 27, 29, SEP. 2, 5, 6, 8, 9, 11, 15, 18, 19, 23, 24, 27, 29, 30, OCT. 1, 2, 3, 4, 6, 7, 10, 13, 15, 17, 18, 22, 27, 31, NOV. 1, 5, 6, 12, 14, 17, 19, 20, 22, 25, DEC 1, 4.

Total No. of Visits 69

Surveyor's Signature

E. J. Evans

W. Smith

Lloyd's Register Foundation