

[illegible]

EQUIPMENT No. 26368-53				LETTER				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.	
5146	1st Bower ...	Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Owts.	qrs.	lbs.	National	Cleveland Steel Cast G.	Dec. 19/19 J. J. Donohue.
22625	2nd " ...	49	3	23	✓			42	7	2	0	48	3	0	Baldt.	Baldt Anchor Co.	Feb. 11/20 H. A. MacIntyre.
5911	3rd " ...	43	2	3	✓			38	5	0	0	41	2	0	Baldt.	Baldt Anchor Co.	Feb. 19/20 J. J. Donohue.
	4th " ...																
1655	Collective weight.	154	3	18								139	0	0			
1672	Stream	21	1	20	✓			21	18	0	14	16	1	0	National	Cleveland Steel Cast G.	Nov. 17/19 W. R. Rogers.
	Kedge	9	0	22	✓			11	6	3	14	7	1	0	National	"	Dec. 23/19 "

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

1st Bower 49-3-23 J. J. Donohue 1146 19/1/19 Head dropped 12'0" Stalk dropped 15'0"
2nd " American Bureau Anchor list not specified
3rd " 43-2-3 J. J. Donohue 5911 19/12/17 Head dropped 12'0" Stalk dropped 15'0"
4th "

CHAIN CABLES.

Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table Sl.		D. spec. tion.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire.		Length and size per Table Sl.				
Fathoms.	Inch.	Status.	Break-ing.	Supplied.	Per Rule.	Fathoms.	Inch.	Fathoms.	Inch.	D. spec. tion.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Inch.	Tons.	Fathoms.	Inch.	Tons.	Fathoms.	Inch.	Tons.	Fathoms.	Inch.		
65438	105	2	72	100%	212-3-14	✓	✓	212	3	14	✓	Shack & Co. Hingham M.C.	Feb. 12/18 H. Green	TOWLINE S.W.	120	4	11	120	4	11	120	4	11	120	4	11
65496	105	2	72	100%	212-3-14	✓	✓	212	3	14	✓	Shack & Co. Hingham M.C.	" 26/18 "	HAWSERS & WARPS	180	7	✓	180	7	✓	180	7	✓	180	7	✓
65466	60	2	72	100%	22-2-0	✓	✓	22	2	0	✓	Shack & Co. Hingham M.C.	" 11/18 "	"	180	7	✓	180	7	✓	180	7	✓	180	7	✓
	90	4 1/2	48	100%	48-1-0	✓	✓	90	4 1/2	0	✓	S.W.		"												

Boats Two 24'-0" x 7'-9" x 3'-4", Two 20'-0" x 6'-0" x 2'-6"

Pumps, Number one.

Windlass is Main Electric C.

Engine Room Skylights—How constructed? plates + angles

Coal Bunker Openings—How constructed?

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 scuppers each side 8 freeing ports each side 36" x 18 1/2"

Ceiling in Holds, thickness and material 2 1/2 spruce laid on 2" battens

Cargo Hatchways—How formed? steel plates + angles

Cargo Battens, thickness and material 6" x 1 3/4 spruce.

State size No. 1 Hatch (Forward) 22'-0" x 16'-0" x 36" **No. 2 Hatch** 28'-0" x 18'-0" x 36" **No. 3 Hatch** 24'-0" x 18'-0" x 36" **No. 4 Hatch** 22'-0" x 18'-0" x 36"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 Hasls. No. 2 Swals No. 3 Hasls No. 4 Hasls All sets of plate + angles 16 deep

Bulkheads, height above deck and description 3'-5" plate + channel plating

The foregoing is a correct description.

Builder's Signature (here only) Merrill Stevens I. Corp. **Surveyor's Signature** Hugh Boyle

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

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

to plate, &c., conform well to each other? yes

Do the holes for riveting plate to frames, butt straps, or plate from the faying surfaces? yes

Are the rivet holes well and sufficiently countersunk in the plate and punched

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 vessel has been built in accordance with the approved plans, the Secretary's letter and in general conformity to the Rules for the class contemplated.

The heads, deep tanks + bottom tanks have been tested in accordance to the Rules with the varying heads of water as laid down therein + found to be light + satisfactory.

Approved plans forwarded herewith

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with P.E. Report showing vessel as built.

The amount of Entry Fee \$: 25 : 00 Fees applied for, 2nd Dec. 1919

Special Survey Fee \$: 606 : 75 Received by me, 27/12/20

Trafficking Expenses, if any \$: 35 : 35

State whether the Vessel has been built under Special Survey? yes

I am of opinion this Vessel should be Classed X 100A.1. Extra for oil fuel F.P. above 130 T.

With, or without Freeboard, as condition of Class without

Committee's Minute New York DEC 23 1919

Character assigned + 100A.1

note: O.N.C.V. L.M.C. 12.19

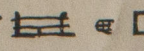
lighter 2 added for oil fuel 12.19

Elect. 2 Habars 150° F.

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Hugh Boyle.
Surveyor to Lloyd's Register of Shipping.

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.				
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			
Framing of 																						
Frames in Bridge 'tween Decks...		6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	1/8	5	5	universal spacing	5	7/8			
Frames from Uppermost Continuous Deck No. 1		6	3 1/2	41	6	3 1/2	35	6	3 1/2	41	6	3 1/2	35	1/8	5 1/4	5 1/4	d	d	6	7/8		
" 2		6	3 1/2	41	6	3 1/2	35	6	3 1/2	41	6	3 1/2	35	1/8	5 1/4	5 1/4	d	d	6	7/8		
" 3		6	3 1/2	41	6	3 1/2	35	6	3 1/2	41	6	3 1/2	35	1/8	5 1/4	5 1/4	d	d	6	7/8		
" 4		7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	1/8	5 1/4	5 1/4	d	d	7	7/8		
" 5		7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	1/8	5 1/4	5 1/4	d	d	7	7/8		
" 6		8	3 1/2	41 1/2	8	3 1/2	41 1/2	8	3 1/2	40	8	3 1/2	40	1/8	5 1/4	5 1/4	d	d	8	7/8		
" 7		8	3 1/2	41 1/2	8	3 1/2	41 1/2	8	3 1/2	40	8	3 1/2	40	1/8	4 3/8	4 3/8	d	d	8	7/8		
" 8		8	3 1/2	41 1/2	8	3 1/2	41 1/2	8	3 1/2	40	8	3 1/2	40	1/8	4 3/8	4 3/8	d	d	8	7/8		
" 9		8	3 1/2	62	8	3 1/2	60	8	3 1/2	62	8	3 1/2	60	1/8	4 3/8	4 3/8	d	d	8	7/8		
" 10		10	3 1/2	54	10	3 1/2	54	10	3 1/2	54	10	3 1/2	54	1/8	4 3/8	4 3/8	d	d	9	7/8		
" 11		7	3 1/2	48	7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	1/8	4 3/8	4 3/8	d	d	6	7/8		
" 12		7	3 1/2	48	7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	1/8	5 1/4	5 1/4	d	d	6	7/8		
" 13																						
" 14																						
" 15																						
" 16																						
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends											
		24	6	30			24	6	30			24	6	30								
Double Bottoms		Tank Top Longitudinals			Bottom			Amidships			At Ends											
		7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	1/8	5 1/4							
		7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	7	3 1/2	40	1/8	5 1/4							
Spacing of Longitudinals		Amidships			At Ends			Amidships			At Ends											
		30			30			30			30											
		30			30			30			30											
Transverses.																						
In Bridge		Depth and Thickness			14			14			14			14								
'tween Decks		Face Angles			5 3 1/2			5 3 1/2			5 3 1/2			5 3 1/2								
		Lugs to Shell			3 1/2			3 1/2			3 1/2			3 1/2			1/8		5			
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness																				
		Face Angles																				
		Lugs to Shell																				
In Hold.		Depth and Thickness			27			27			27			27								
		Face Angles			10 3 1/2			10 3 1/2			8 3 1/2			8 3 1/2								
		Lugs to Shell			6			6			6			6			1/8		4 3/8		double to 2nd deck in No. 1. Hold	
		Brackets			44			44			44			44								
Spacing of Transverse Frames		12'0"			12'0"			12'0"			12'0"			12'0"								
		* State if jogged or liners.																				
Longitudinal Beams of L, I or C		Bridge Deck			6			6			6			6			spacing.					
		Awg. or Shltr. Dk.			3 1/2			3 1/2			3 1/2			3 1/2			34" x 36"					
		Upper			7			7			7			7			36"					
		Second			6			6			6			6			36"					
		Third																				
		Transverse Beams.																				
		Plate.			11" x 38"			11" x 38"			11" x 38"			11" x 38"								
		Awg.			7 x 3 1/2			7 x 3 1/2			7 x 3 1/2			7 x 3 1/2								
		Plate.			11" x 38"			11" x 38"			11" x 38"			11" x 38"								
		Awg.			10 x 8 1/2			10 x 8 1/2			10 x 8 1/2			10 x 8 1/2								
		Plate.			12" x 40"			12" x 40"			12" x 40"			12" x 40"								
		Awg.			8 x 3 1/2			8 x 3 1/2			8 x 3 1/2			8 x 3 1/2								

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.

5c, 3, 17.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25 1/2 ft., R.Q.D. ✓ ft., Bridge 97.0 ft., Forecastle 34 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 should appear in the Register Book) 10th Steel

Official No. 219089; Signal Letters LTHR

State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside paint + cement + bitumastic 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
Double bottom, aft,	93' 1"	145	Fore peak tank,	18' 8"	
Double bottom, under Engines and Boilers,	36' 4"	64	After peak tank,	25' 0"	2 th of plain
Double bottom, if under Engines only,		128	Deep tank, aft,		5 th of plain
Double bottom, if under Boilers only,		209	Deep tank, forward,	23' 0"	5 th of plain
Double bottom, forward,	149' 0"	288	Other tanks, if fitted,		
Total capacity of double bottom		492	(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.

Date

No. 107 in builder's yard.

DATES of Surveys held while building

1918 May 29, June 14, 17, 21, 27, July 10, 11, 14, 30 Aug 7, 26, 29, Sept 3, 6, 10, 12, 14, 16, 19, 23, 26, 30, Oct 2, 5, 8, 11, 14, 15, 22, 28 Nov 1, 9, 14, 15, 16, 17, 20, 22, 25, 30 Dec 6, 1919 Jan 1, 2, 3, 4, 7, 11, 14, 19, 20, 24, 27, 29, 30 Feb 4, 5, 11, 13, 15, 19, 25, 26, 28 Mar 1, 4, 6, 10, 12, 13, 17, 22, 24, 27, 31 Apr 4, 8, 10, 14, 17, 18, 25, 30 May 1, 2, 7, 12, 19, 24, 28, 31 June 4, 10, 13, 16, 18, 20, 24, 28 July 1, 2, 7, 10, 15, 17, 19, 21, 22, 24, 25, 28, 31 Aug 1, 2, 4, 6, 9, 12, 13, 14, 15, 16, 19, 23, 26, 30 Sept 1, 2, 5, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, Oct 1, 3, 5, 9, 16, 21, 23, 27, 30 Nov 1, 4, 8, 10, 13, 22, 24, 26, 29, Dec 2, 1920

Total No. of Visits

Surveyor's Signature

Hugh Boyle

Lloyd's Register Foundation