

Awnings or Shelter Deck,

STEEL STEAMER.

No. 632

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

Port of Portland, Ore. Date of completion of Report May 11, 1921 Received at London Office FRI. 10 JUN. 1921
 Survey held at Portland, Oregon Date, First Survey February 4, 1921 Last Survey May 5, 1921. 191
 On the (State if Single, Twin, or Triple Screw) Single Screw Oil Tank Steel Steamer "SWIFT EAGLE" Rig F. & A. Schr.

TONNAGE under { 6016.22

CLASS +100 A.1.

FEET.

Master

Do. between Tonnage Dk. and 1763.20

Breadth (greatest moulded) 60.00

Year of Appointment

(1) As Master in service of owner of present vessel:—191
(2) As Master of this vessel:—191.

3rd, 4th, or Awning Dk. Total under Upper Dk.

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 36.25

Built at

Portland, Oregon

Do. of Poop

Do. of R. Qr. Dk.

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Deck 232.00

Do. of excess of Hatchways 12.24

Light & Air 182.95

Do. above Cabin of Engine Room

Gross Tonnage 8206.61

Less Crew Space 358.07

Less above Cabin of Engine Room

NAGE FOR FEES...

Engine Room 2646.64

Navigation Spaces 110.20

Master Tonnage

cut on Beam 5091.70

Destined Voyage

If Surveyed while Building, Afloat, ~~in Dry Dock~~ Yes

LENGTH on Ft. Ins. BREADTH—Ft. Ins. DEPTH, ACTUAL—Top of Floors to top of Awn. or Shelter Dk. Beams Ft. Ins. No. of Decks with flat laid 3
 as per Rule 465 7 Moulded 60 0 Do. Upper Deck Beams 3

Dimensions of Ship per Register,

Length 464.45 breadth 60.2 depth 27.75 Upper Deck.

Moulded depth, ft. 36 ins. 3 To Awning or Shelter Dk.
Moulded depth, ft. 29 ins. 3 To Upper Dk.

Round up of Uppermost Dk. Beam, Actual 12 ins.

FRAMING.		Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
NAME, Angles, or \square or \angle Bars, amidships	See 4th page of Rpt.					
Do. in peaks	8 $\frac{3}{8}$ 196	8 $\frac{3}{8}$ 196				
Do. in way of Double Bottoms at Solid Floors	3 $\frac{1}{2}$ 9.8	3 $\frac{1}{2}$ 9.8				
" " at intermdt. Bkts.						
acing of Frames from centre to centre amidships						
" length to collision bulkhead	24	24				
" of Frames from centre to centre in peaks						
VERSED FRAME, Angles, in Peaks	B A Frames B A Frames					
Do. in way of Double bottoms at Solid Floors	3 $\frac{1}{2}$ 9.8	3 $\frac{1}{2}$ 9.8				
" " at intermdt. Bkts.						
AMING, depth of girder						
DOORS, depth and thickness of Floor Plate at mid-line for $\frac{3}{4}$ length amidships						
" in way of Engine and Boiler spaces						
" thickness at the ends of vessel	42	42				
" depth at $\frac{3}{4}$ the half-bdth. as per Rule						
" height extended at the Bilges						
DOORS, in Cell Double Bottoms E&B Space	.42	.42				
" state if flanged (top and bottom)						
" spacing of Solid E.S. 27 $\frac{3}{8}$ "	B.S. 4'-1"	As Fitted				
NTRE GIRDER, in Dbl. bottom, dpth. & thickness	.48	.48				
" Angles, Top	3 $\frac{1}{2}$ 136-116	As Fitted				
" Bottom	6x6x.62-.54	"				
" to Floors	3 $\frac{1}{2}$ 116-9.8					
Thickness	BS.62ES.46	BS.62ES.46				
BRACKETS at intermdt. frngs, with & thickness						
DE GIRDERS, number and thickness	2 .42	2 .42				
" state if flanged (top & bottom)	3 $\frac{1}{2}$ 111	3 $\frac{1}{2}$ 111				
Angles to Shell	3 $\frac{1}{2}$ 9.8	3 $\frac{1}{2}$ 9.8				
RGIN PLATE, depth (exclusive of flange) and thickness	33x.58	33x.58				
" Angles to outside plating	4x4x1.43 to 128	4x4x1.43 to 128				
" to floors	6 x 6 172	6 x 6 172				
BRACKETS at intermdt. frngs, with & thickness	3 $\frac{1}{2}$ 9.8	3 $\frac{1}{2}$ 9.8				
" Height of Brackets above at bilge						
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	46x58 to 54	46x58 to 54				
" thickness in Engine and Boiler space						
" Remainder in Holds						
AMS, Awn. or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel						
Spacing						
AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel						
Spacing						
AMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel						
Angles on upper edge						
Spacing						
AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel						
Angles on upper edge						
Spacing						
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel						
Angles on upper edge						
Spacing						
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel						
Angles on upper edge						
Spacing						

PILLARS.		Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
PILLARS, in 'tween Deck, size and spacing	6x3 $\frac{1}{2}$ x 15 lb. As Fitted				
" " Hold	3 Rows				
" Quarter, 'tween Dks., "					
" in Hold					
KEELSONS AND STRINGERS.		Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" Rider Plate					
" Flat Keel Plate Angles					
" Horizontal Plates on Floors					
" Angles or Bulb Angles					
SIDE GIRDERS in Cargo Tanks 2	.40	.40			
" Angles or Bulb Angles Channels	6 3 $\frac{1}{2}$ 15	6 3 $\frac{1}{2}$ 15			
" Plate above floors, for length					
" Intercoastal Plate, for length	3 $\frac{1}{2}$ 3 $\frac{1}{2}$.44	3 $\frac{1}{2}$ 3 $\frac{1}{2}$.44			
" Attached to outside plating with Angle					
BILGE KEELSON, Angles					
" Intercoastal Plate, for length					
" Attached to outside plating with Angle					
SIDE STRINGERS, Number					
" Angle					
" Intercoastal Plate, for lng.					
" Attached to outside plating with Angle					
Awnings or Shelter Deck Stringer Plates, breadth and thickness	62x68 to .44	62x58 to .44			
" Angle on ditto	6 x 6.625	6x 6 .625			
" Tie Plates, fore and aft, outside Hatchways					
" Deck * Iron or Steel, for Whole lng.	.46 to .36	.46 to .36			
Upper Deck Stringer Plate, breadth and thickness	68x50 to .44	68x50 to .44			
" Angles on ditto, No. One	6 x 6x .44	6x 6 x .44			
" Tie Plates, outside Hatchways					
" Deck * Iron or Steel, for Whole lng.	.42 to .32	.42 to .32			
" Wood Deck, Material & thickness					
Second Deck Stringer Plates, br'dth & thickn's	78 x .42	78 x .42			
" Angles on ditto, No. One	6 x 6 x .44	6 x 6x .44			
" Tie Plates, outside Hatchways					
" Deck * Material and thickness	Steel .42	Steel .42			
Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness					
" Angles on ditto, No.					
" Tie Plates, outside Hatchways					
" Deck. Material and thickness					
Poop Deck Stringer Plate, breadth & thickness					
" Angles on ditto					
" Tie Plates					
" Deck. Material and thickness					
Bridge Deck Stringer Plate, br'dth & thickness					
" Angle on ditto					
" Tie Plates					
" Deck. Material and thickness					
Forecastle Deck Stringer Plate, br'dth & th'kns					
" Angle on ditto					
" Tie Plates					
" Deck. Material and thickness					

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

WEB FRAMES. WEB-FRAMES, In Fore Body, No. and spacing. No. of Side Stringers. WEB-FRAMES, In E. & B. Space, No. and spacing. WEB-FRAMES, In After Body, No. and spacing. No. of Side Stringers. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. STIFFENERS. W.T. BULKHEADS. O.T. Do. Main. Bhd. Webs. COLLISION. PARTITION. LONGITUDINAL. PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. RIVETING. EDGES. BUTTS. THICKNESS OF SHEET PILING. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DBLG. of Flat Plate Keel. Sheerstrakes. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. Awning or Shelter Deck. Stringer Plate. Upper Deck. Stringer Plate. FRAMES extend in one length from. REVERSED FRAMES on floors and frames extend from. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remains of Spars. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. LETTER c+ ANCHORS. Number of Certificate. Anchors. WEIGHT, EX. STOCK. WEIGHT OF STOCK. TEST, PER CERTIFICATE. WEIGHT REQ. BY TABLE 31. Description of Anchor. Makers. Where and when tested and Superintendent. 10909 1st Bower. 89 0 22. 62 15 0 0. 77 0 0. Dunn. American. Phil. 19:8:20 W.S. 10895 2nd. 88 3 20. 62 15 0 0. 77 0 0. Dunn. Steel. 12:8:20 McNab. 9857 3rd. 75 0 20. 56 5 0 0. 65 2 0. Dunn. Foundries. 23:7:20. 10903 Stream. 31 3 14. 30 0 214. 27 2 0. Dunn. Do. 13:8:20. Kedge. 10 2 24. 12 13 014. 10 0 0. Common. Do. 23:8:20. Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test. 1st Bower. 89 Cwts. 0 Qrs. 22 lbs. W.M.N. 10909. 19:8:20. 2nd. 88 " 3 " 20 " W.M.N. 10895. 12:8:20. 3rd. 75 " 0 " 20 " W.M.N. 9857. 23:7:20. CHAIN CABLES. HAWSERS AND WARPS. 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. Length and size per Table 31. 2543 300 2 7/16 0 9 14 9 9 430 15890 1.4 3002 7/16 Link Stud American Columbus 14820. J.O. Connor for Frank Stabler. 130 5 106. 130 5 106. 200 8 200 8. 200 8 200 8. Boats 4 Lifeboats 24'-0" & 1 Dinghy. Steering Gear, Steam Wilson Pirrie. Steering Gear, Hand Cunningham. Pumps, Number 2. 5x5 1/2" Ford Pump Room & E.R. Diameter of Barrel. State whether they are in efficient working order. Yes. Windlass is Cunningham. Capstan. Engine Room Skylights. How constructed? Steel Plates. What arrangements for deadlights in bad weather? Coal Bunker Openings. How constructed? How are lids secured? Height above deck? Number of Scuppers, and number and dimensions of Freeing Ports, etc. 7 P. & 8. Ceiling in Holds, thickness and material. In Fore Hold 2 1/2" Douglas Fir. Cargo Hatchways. How formed. Steel Coamings 30" high. Coamings .44. Hatches, If strong and efficient? Yes. State size No. 1 Hatch (Forward) 16'-8"x18'-0". No. 2 Hatch 18'-8"x18'-0". No. 3 Hatch 9'-4"x18'-0". No. 4 Hatch 18'-8"x18'-0". Number of Web Plates, including Breasthooks and Crutches to each Hatch. Nos. 1 & 2 one Web with Steel Cover to Hatch, No. 3 one Web. Nos. 4, 5 & 6 three Webs. No. of Breasthooks 3. No. of Crutches. Bulwarks, height above deck and description. Main Rail and Stays, material and size. The foregoing is a correct description. Surveyor's Signature. Builder's Signature (here only). Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case). "M" August 17 (2) October 4, 11. November 15, December 6, 1920. 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? 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 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 is a sister ship of the S.S. "SWIFTSOFT" Report No. 626 built by the Northwest Bridge & Iron Co. She is constructed to carry Oil in Bulk on the Longitudinal system of Framing with Engines & Boilers Aft and is in accordance with the approved plans; the materials are good and the workmanship in all respects to my satisfaction. The Double Bottom under the Engines & Boilers, Fore & Aft Peaks are constructed to carry water. The Deep Tank Forward, which has been constructed in accordance with the approved plans, and Tank Forward of Boiler Room, have been constructed to carry Oil Fuel. These Tanks, along with all Cargo Tanks and Cofferdams, have been tested in accordance with the Rules. The Bilges and Double Bottom & Fresh Water Tanks have been cemented. Notations: Fitted for Oil Fuel, F.P. above 150° F. "Pt. Cem." 3 Bulkheads, including F. Peak to Shelter Deck. 10 " to Upper Deck. 4 " to Main Deck. 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. \$ 55.00. Fees applied for, May 29 21. Special Survey Fee. \$ 30.00. Received by me, Certificate to be sent to, Date of issue 24/6/21. Travelling Expenses, if any \$ 80.00. May 10 21. State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed +100 A.L. Shelter Deck. With, or without Freeboard, as condition of Class Yes. Committee's Minute New York MAY 24 1921. Character assigned not A+C. Sipla ct. Long frame. Mch. aft. Sipla. 2D. + 100 A.L. Shell. Oil. in bulk. Care. pet. in bulk. + L.M.C. 4 21. Fitt. for oil fuel 4 21. 3. Plate 150° F. W589-0207 2/3

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State whether the above have been tested as required by the Rules. Yes

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