

3 Decks.

IRON OR STEEL STEAMER.

THUR. 4 JUN 1903

Received at London Office

Date of completion of report

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

Yes

Survey held at

Date, First Survey

Port of

No.

On the

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

FOR FEES

Fine Room

Navigation Spaces

Tonnage

on Beam

THREE DECKED VESSEL

CLASS 100 A.1.

FEET.

Half Breadth (moulded)

Depth from upper part of Keel to top of Upper Deck Beams

(with the normal round up of beam)

Girth of Half Midship Frame (as per Rule)

1st Number

Length on deck from after part of stem to fore part of

stern post

2nd Number

Proportions—Breadth to Length

Depth to Length—Upper Deck to top of Keel

Main Deck ditto

Destined Voyage

Master

William Lyons

Year of appointment

(1) As Master in service of

owner of present vessel—

(2) As Master of this

vessel

Built at

San Francisco

When built

1903

Launched Sept. 20-02

By whom built

Union Iron Works

Owners

American-Hawaiian S.S. Co.

Managers

same

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

Residence

New York

Port belonging to

New York

Surveyed while Building, Afloat, or in Dry Dock

all

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
469	0	Moulded	57	0	Top of Floors to top of Upper Dk. Beams	31	11 3/4	394
					Do. do. Main Dk. Beams	21	11 3/4	314
								Round of Upper Dk. Beam, Actual
								13 3/4 ins.

ons of Ship per Register, Length 470.1 breadth 57.2 depth 31.5 Moulded depth, ft. 35 ins. — To Upper Dk.

FRAMING.

Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule Or as	Inches per Rule Or as	16ths or 20ths in Ship
8 3 1/2	10.9	8 3 1/2	10.9	8 3 1/2	10.9
7 3 1/2	10.9	7 3 1/2	10.9	7 3 1/2	10.9
7 3 1/2	10.9	7 3 1/2	10.9	7 3 1/2	10.9
3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
26	26	26	26	26	26
50	11-10	50	11-10	50	11-10
4 4	10.9	4 4	10.9	4 4	10.9
6 4	11-10	6 4	11-10	6 4	11-10
2 3 1/2	10.9	2 3 1/2	10.9	2 3 1/2	10.9
4 2	11	4 2	11	4 2	11
4 4	10 1/11	4 4	10 1/11	4 4	10 1/11
6 6	11-9	6 6	11-9	6 6	11-9
10 3 1/2	12	10 3 1/2	12	10 3 1/2	12
52	52	52	52	52	52
12 3.2	11-10	12 3.2	11-10	12 3.2	11-10
52	52	52	52	52	52
12 3.6	14-12	12 3.6	14-12	12 3.6	14-12
52	52	52	52	52	52
12 3.6	14-12	12 3.6	14-12	12 3.6	14-12
3 3/8	52	3 3/8	52	3 3/8	52
4 3/4	52	4 3/4	52	4 3/4	52
3 1/4	52	3 1/4	52	3 1/4	52
3 27 11	3 27 11	3 27 11	3 27 11	3 27 11	3 27 11

FORGINGS or CASTINGS.

Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule Or as	Inches per Rule Or as	16ths or 20ths in Ship
12 x 3 3/8	12 x 3 3/8	12 x 3 3/8	12 x 3 3/8	12 x 3 3/8	12 x 3 3/8
13 x 8	13 x 8	13 x 8	13 x 8	13 x 8	13 x 8
13 x 8	13 x 8	13 x 8	13 x 8	13 x 8	13 x 8
10 1/2	10 1/2	10 1/2	10 1/2	10 1/2	10 1/2
9 x 6 1/2	9 x 6 1/2	9 x 6 1/2	9 x 6 1/2	9 x 6 1/2	9 x 6 1/2
Can the Rudder be unshipped afloat?	Can the Rudder be unshipped afloat?	Can the Rudder be unshipped afloat?	Can the Rudder be unshipped afloat?	Can the Rudder be unshipped afloat?	Can the Rudder be unshipped afloat?

KEELSONS & STRINGERS.

Inches in Ship	Inches in Ship	16ths or 20ths in Ship	Inches per Rule Or as	Inches per Rule Or as	16ths or 20ths in Ship
6 4	14-13	6 4	14-13	6 4	14-13
27 11-10	11-10	27 11-10	11-10	27 11-10	11-10
3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
59 x 4 1/2	12-8	59 x 4 1/2	12-8	59 x 4 1/2	12-8
4 x 4	12-8	4 x 4	12-8	4 x 4	12-8
8	8	8	8	8	8
75-55	11-9	75-55	11-9	75-55	11-9
4 x 4	11-10	4 x 4	11-10	4 x 4	11-10
9.8	9.8	9.8	9.8	9.8	9.8
75-55	11-9	75-55	11-9	75-55	11-9
4 x 4	9.8	4 x 4	9.8	4 x 4	9.8
4.8	10.8	4.8	10.8	4.8	10.8
7	7	7	7	7	7

BULKHEADS.

Number.	Thickness.	Horizontal.	Vertical.	Single or Double.	Height up.
8 7	8-7	10 x 3	4 1/2 x 6	7 x 3 1/2	30
W. T. BULKHEADS	W. T. BULKHEADS	W. T. BULKHEADS	W. T. BULKHEADS	W. T. BULKHEADS	W. T. BULKHEADS
PARTITION	PARTITION	PARTITION	PARTITION	PARTITION	PARTITION
LONGITUDINAL	LONGITUDINAL	LONGITUDINAL	LONGITUDINAL	LONGITUDINAL	LONGITUDINAL
Are the outside Plates doubled two spaces of Frames in length?	Are the outside Plates doubled two spaces of Frames in length?	Are the outside Plates doubled two spaces of Frames in length?	Are the outside Plates doubled two spaces of Frames in length?	Are the outside Plates doubled two spaces of Frames in length?	Are the outside Plates doubled two spaces of Frames in length?
Are the Sluice Valves and Watertight Doors in efficient working order?	Are the Sluice Valves and Watertight Doors in efficient working order?	Are the Sluice Valves and Watertight Doors in efficient working order?	Are the Sluice Valves and Watertight Doors in efficient working order?	Are the Sluice Valves and Watertight Doors in efficient working order?	Are the Sluice Valves and Watertight Doors in efficient working order?

Form No. 1B.

PLATING.

STRAKES.

AS IN SHIP.

PER RULE OR AS APPROVED.

EDGES.

BUTTS.

IF LAPPED.

Flat Plate Keel (If Bar Keel, state Riveting)

GARBOARD OR A Strake

State actual thickness in way of Double Bottom.

sheer.

DOUBLING of Flat Plate Keel

Length and thickness of Sheerstrakes.

of Strake below

POOP SIDES

BRIDGE SIDES

FORECASTLE SIDES

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?

Carnegie Steel Co. Pittsburgh, Pa. Tested at Pittsburgh.

Has the Steel been tested as required by the Rules? Yes.

FRAMES extend in one length from Margin to Shelter Deck.

REVERSED FRAMES on floors and frames extend from Margin plate to Upper Deck aft of Peak Bulkhead forward of fore Peak Bulkhead to Upper & Shelter Decks alternately.

MASTS, SPARS, &c.

LOWER MASTS.

Fore

Main

Mizen

Bowsprit

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds Steelwire, fore 6", main 4 1/2"

Sails. One. Suit of No. 1 Bottom Canvas Sails, and the following spare sails. None.

EQUIPMENT No. 65,735 LETTER A.

ANCHORS.

Number of Certificate

Weight, Ex. Stock

Weight of Stock

Test, Per Certificate

Weight Required by Table 22

Description of Anchor

Makers

Where and when tested and Superintendent

21828 1st Bower

21829 2nd "

21827 3rd "

4th "

Collective weight

21831 Stream

21830 Kedge

CHAIN CABLES.

Number of Certificate

Fathoms

Size

Test per Certificate

Weight of Chain Cable

Per Table 22

Description

Makers of Cables

When and where tested, and Superintendent

Material

Fathoms

Size

Breaking Test of Steel Wire

Fathoms and Size per Table 22

116 300 2 1/2

120 54 6 5

130 5 1/2

HAWSERS AND WARPS.

Number of Certificate

Fathoms

Size

Test per Certificate

Weight of Hawser or Warp

Per Table 22

Description

Makers of Cables

When and where tested, and Superintendent

Material

Fathoms

Size

Breaking Test of Steel Wire

Fathoms and Size per Table 22

116 300 2 1/2

120 54 6 5

130 5 1/2

Boats

Pumps, Number 1-7 in Engine Room to Bilges.

Windlass is Steam, with Gypper Heads

Engine Room Skylights. How constructed? Steel, with 12" x 1 1/2" Glass lenses.

What arrangements for deadlights in bad weather? None.

Coal Bunker Openings. How constructed? Boonings 18" How are lids secured? Hatch covers & Bars Height above deck? 18"

Number of Scuppers, and numbers and dimensions of Freecing Ports, &c. 10 Scuppers each side. Open Rails.

Ceiling in Holds, thickness and material. 3" Oregon Pine.

Cargo Hatchways. How formed? Sep. Deckings, angle stiffeners & 2 1/2" Bar Stays Hatches. If strong and efficient? Yes.

State size No. 1 Hatch (Forward) 21' 8" x 16' 0" No. 2 Hatch 34' 8" x 16' 0" No. 3 Hatch 10' 0" x 16' 0" No. 4 Hatch 13' 11" x 26' 11"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 1 (2), No. 2 (3), No. 3 (1), No. 4 (1), No. 5 (2), No. 6 (2) - "6-21' 8" x 14"

Alphatches have 3 fore and afters

No. of Breasthooks Five

No. of Crutches Two

Bulwarks, height above deck and description Open Rails

Main Rail, material and size

The above is a correct description.

Builder's Signature (there only)

Surveyor's Signature

Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) To London 1900 Feb 22, May 3 & 29, June 2 & 11, 15, 27, Mar 11, 19, Apr 11 & 23, From London, M. Mar 13, May 19, June 15 & 29, Aug 25, Sept 10 & 21.

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.

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 plating? No.

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. 23, par. 24)? Yes.

State results of tests. Seams perfectly tight.

Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? No gutterways.

State results of tests.

General Remarks (State quality of workmanship, &c.) The workmanship on this vessel is first class throughout. All material made by the Carnegie Co. and tested by the Society's Surveyors at Point of manufacture & checked here by advice notes sent by latter. Rivets tested here to Rules, found correct. The vessel has been constructed in accordance with approved plans. Ballast tanks have been constructed with a view to subsequently carrying crude oil to be used for fuel, but no other fittings are in place yet. Nos. 4, 5 & 6 Bulkhead Bunkers & machinery tested to 28 ft. head of pressure—remained to 38 ft. All steel Deck & Hull Vessel launched Sept. 20/02. Trial trip Feb. 17th 1903. Compasses adjusted on trial trip and on date vessel sailed. This vessel is in a good & efficient condition and eligible for classification in the Society's Register Book "100 A.1. 2-03, Shelter Deck, with Freeboard." All water ballast tanks and peaks tested June 3rd & Sept. 16th 1902 on the ways. Steering gear tested on trial trip & found satisfactory and efficient.

The Surveyor should state the Number of Report and Name of any Sister Vessel. S. S. "Alaskan"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. or Break — ft., Bridge Dk. — ft., F' castle — 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 it should appear in the Register Book) 3 Decks (Steel) 3 tiers Beams, Deep framing

Official No. 107,823; Signal Letters K.S.G.M.

How are the surfaces preserved from oxidation? Inside Equal Bottom Cemented under 3 Coats Paint Outside 3 Coats Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with g'rders on floors

Cellular

Where fitted.

*Length.

Water Capacity.

Where fitted.

*Length.

Water Capacity.

Double bottom, aft.

Double bottom, under Engines and Boilers.

Double bottom, if under Engines only.

Double bottom, if under Boilers only.

Double bottom, forward.

Fore peak tank.

After peak tank.

Midship deep tank.

Other tanks, if fitted, (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. —

None received

Date

No. 75 in builder's yard.

DATES of Surveys held while building

Blacking material June 1901 & subsequent dates.

attended frequently during construction from July 1901 until Feb. 1903. Keel laid July 5/01. Bottom plating tank tops Mar. 13/02. Hull plated July 31st 1902. Bd Dry Dock Feb. 12/03. Trial trip Feb. 17th 1903.

Total No. of Visits 100

The amount of Entry Fee £ 5 : - : -

Special Survey Fee £ 241 : 15 : 6

Travelling Expenses, if any £ 1 : - : -

Freeboard £ 6 : 6 : 0

Fees applied for, Feb 28 1903

Received by me, M. Mar 13 1903

State whether the Vessel has been built under Special Survey. Yes.

I am of opinion this Vessel should be Classed 100 A.1. Shelter Deck

With, or without Freeboard, as condition of Class Yes, with Freeboard.

Committee's Minute

Character assigned

See Minute dated 15th May 1903 on Original Report No. 766.

Surveyor to Lloyd's Register of British and Foreign Shipping.