

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office

WED NOV 28 1917

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

Date of completion of report *October 14th 1917*
Survey held at *PORTLAND, OREGON*

Port of *PORTLAND, OREGON*

Date, First Survey *July 27, 1916* Last Survey *July 14th 1917*

REGD NEW YORK

No. *472*

Rig *Y & A Schooner*

the (State if Single, Twin, or Triple Screw) *Single Screw Steel Steamer*

CLASS *+ 100 A.1*

FEET.

Master *H. Nelson*

Year of appointment *1917*

(1) As Master in service of owner of present vessel—1917
(2) As Master of this vessel—1917

TONNAGE under
on Deck...
between Tonnage Dk.
and 3rd and 4th Dk.
total under Upper Dk.
of Poop
of R.Q.Dk.
Bridge House
breastline
houses on Dk.
access of Hatchways
above Crown of
Engine Room...
ross Tonnage
ess Crew Space
ess above Crown of
Engine Room...
ONNAGE FOR FEES...
ess Engine Room
ess Navigation Spaces

Breadth (greatest moulded) *54*

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) *18.0*

Proportions—Depth 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*

Built at *PORTLAND, OREGON*

When built *1917* Launched *31st March 1917*

By whom built *Northwest Steel Co*

Owners *Guinand Steamship Co. Ltd.*

Managers *Liverpool*

Residence *London*

Port belonging to *London*

Destined Voyage *Via Seattle to U.K.* 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	No. of Tiers of Beams
<i>410</i>	<i>52</i>	<i>54</i>	<i>0</i>	<i>54</i>	<i>0</i>	Do. do. do. do.	<i>26</i>	<i>10</i>	<i>2</i>	<i>2</i>
						Moulded depth, ft. <i>38</i> ins. <i>8</i>			To Bridge Dk. Round of Upper Dk. Beam, Actual <i>13 1/2</i> ins.	
						Moulded depth, ft. <i>30</i> ins. <i>2</i>			To Upper Dk.	

FRAMING.				PILLARS.			
FRAME, Angles or C & L Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS, In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
Do. in peaks	<i>3x8x3.8x28.6</i>	<i>3x8x3.8x28.6</i>	<i>3x8x3.8x28.6</i>	" Hold	<i>30'-0"</i>	<i>30'-0"</i>	<i>30'-0"</i>
Do. in way of Double Bottoms at Solid Floors	<i>6x3 1/2 x 11.7</i>	<i>6x3 1/2 x 11.7</i>	<i>6x3 1/2 x 11.7</i>	" Quarter 'tween Dks.			
" " at intermdt. Bkts.	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	" in Hold			
Spacing of Frames from centre to centre amidships	<i>27"</i>	<i>27"</i>	<i>27"</i>	KEELSONS & STRINGERS.			
" " length to Collision bulkhead in peaks	<i>24"</i>	<i>24"</i>	<i>24"</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
REVERSED FRAME, Angles... IN PEAKS	<i>3 x 3 1/2 x 7.9</i>	<i>3 x 3 1/2 x 7.9</i>	<i>3 x 3 1/2 x 7.9</i>	" Rider Plate			
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	" Flat Plate Keel Angles			
" " at intermdt. Bkts.	<i>9</i>	<i>9</i>	<i>9</i>	" Horizontal Plates on Floors			
FRAMING, depth of girder	<i>44'-40" x 40</i>	<i>44'-40" x 40</i>	<i>44'-40" x 40</i>	" Angles or Bulb Angles			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	<i>E.S. 40 B.S. 50</i>	<i>E.S. 40 B.S. 50</i>	<i>E.S. 40 B.S. 50</i>	" SIDE KEELSONS, Number			
" in way of Engine and Boiler Spaces	<i>36</i>	<i>36</i>	<i>36</i>	" Angles or Bulb Angles			
" thickness at the ends of vessel	<i>40</i>	<i>40</i>	<i>40</i>	" Plate above floors, for length			
" depth at 1/2 the half breadth, as per Rule	<i>40</i>	<i>40</i>	<i>40</i>	" Intercoastal Plate, for length			
" height extended at the Bilges	<i>40</i>	<i>40</i>	<i>40</i>	" Attached to outside Plating with Angle			
FLOORS in Cell. Double Bottoms	<i>No</i>	<i>No</i>	<i>No</i>	" BILGE KEELSON, Angles			
" state if flanged (top & bottom)	<i>27</i>	<i>27</i>	<i>27</i>	" Intercoastal Plate for length			
" Spacing of Solid floors	<i>44' x 52"</i>	<i>44' x 52"</i>	<i>44' x 52"</i>	" Attached to outside Plating with Angle			
CENTRE GIRDER, in Dbl. bottom, dpth. & thicknss.	<i>3 1/2 x 3 1/2 x 12.4</i>	<i>3 1/2 x 3 1/2 x 12.4</i>	<i>3 1/2 x 3 1/2 x 12.4</i>	" SIDE STRINGERS, Number	<i>7x3 1/2 x 17</i>	<i>7x3 1/2 x 17</i>	<i>7x3 1/2 x 17</i>
" Angles, Top	<i>5x5 x 18.1</i>	<i>5x5 x 18.1</i>	<i>5x5 x 18.1</i>	" Angle	<i>13' x 44</i>	<i>13' x 44</i>	<i>13' x 44</i>
" Bottom	<i>5x5 x 18.1</i>	<i>5x5 x 18.1</i>	<i>5x5 x 18.1</i>	" Intercoastal Plate, for WHOLE length	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>
" to Floors	<i>5x5 x 18.1</i>	<i>5x5 x 18.1</i>	<i>5x5 x 18.1</i>	" Attached to outside plating with Angle			
" Brackets at intermdt. frng., width & thknss.	<i>2 at 40</i>	<i>2 at 40</i>	<i>2 at 40</i>	" Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<i>62</i>	<i>62</i>	<i>62</i>
SIDE GIRDERS, number on each side & thickness	<i>Yes</i>	<i>Yes</i>	<i>Yes</i>	" " " " (br'dth & thickness in way of Bridge)	<i>62</i>	<i>48</i>	<i>62</i>
" state if flanged (top and bottom)	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	" " " " (Angle clear of Bridge)	<i>5x5 x 23.6</i>	<i>5x5 x 23.6</i>	<i>5x5 x 23.6</i>
" Angles (top and bottom)	<i>3 x 3 x 8.3</i>	<i>3 x 3 x 8.3</i>	<i>3 x 3 x 8.3</i>	" Tie Plate at sides of Hatchways	<i>No wood Deck laid</i>	<i>No wood Deck laid</i>	<i>No wood Deck laid</i>
" to Floors	<i>40' x 48</i>	<i>40' x 48</i>	<i>40' x 48</i>	" Deck * Iron or Steel, for WHOLE lng.	<i>48. ENDS-34.48. ENDS-34</i>	<i>48. ENDS-34.48. ENDS-34</i>	<i>48. ENDS-34.48. ENDS-34</i>
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>4x4x12.8</i>	<i>4x4x12.8</i>	<i>4x4x12.8</i>	" Thickness (clear of Bridge)	<i>40</i>	<i>40</i>	<i>40</i>
" Angle to Outside Plating	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	<i>3 1/2 x 3 1/2 x 9.8</i>	" (in way of Bridge)	<i>47</i>	<i>48</i>	<i>47</i>
" Floors	<i>5'-10"</i>	<i>5'-10"</i>	<i>5'-10"</i>	" Wood Deck. Material & thickness	<i>47</i>	<i>48</i>	<i>47</i>
" Height of Outside Brackets above at bilge	<i>44' x 52"</i>	<i>44' x 52"</i>	<i>44' x 52"</i>	" Second Deck Stringer Plate, br'dth & thickness	<i>3 1/2 x 3 1/2 x 11.1</i>	<i>3 1/2 x 3 1/2 x 11.1</i>	<i>3 1/2 x 3 1/2 x 11.1</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>E.S. 52 B.S. 56</i>	<i>E.S. 52 B.S. 56</i>	<i>E.S. 52 B.S. 56</i>	" Angles on ditto, No.	<i>36. ENDS-30</i>	<i>36. ENDS-30</i>	<i>36. ENDS-30</i>
" in Engine and Boiler space	<i>40 ENDS-36</i>	<i>40 ENDS-36</i>	<i>40 ENDS-36</i>	" Tie Plates outside Hatchways	<i>No Wood Deck laid</i>	<i>No Wood Deck laid</i>	<i>No Wood Deck laid</i>
" Remainder in Holds	<i>7x3 1/2 x 13.8 x 18.6</i>	<i>7x3 1/2 x 13.8 x 18.6</i>	<i>7x3 1/2 x 13.8 x 18.6</i>	" Deck * Material and thickness	<i>36. ENDS-30</i>	<i>36. ENDS-30</i>	<i>36. ENDS-30</i>
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>27</i>	<i>27</i>	<i>27</i>	" Wood Deck. Material & thickness	<i>No Wood Deck laid</i>	<i>No Wood Deck laid</i>	<i>No Wood Deck laid</i>
" In way of Long Bridge	<i>12x3 1/2 x 3 1/2 x 32.7</i>	<i>12x3 1/2 x 3 1/2 x 32.7</i>	<i>12x3 1/2 x 3 1/2 x 32.7</i>	" Third Deck Stringer Plate, br'dth & thickness			
" Spacing	<i>54</i>	<i>54</i>	<i>54</i>	" Angles on ditto, No.			
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>54</i>	<i>54</i>	<i>54</i>	" Tie Plates outside Hatchways			
" Spacing	<i>54</i>	<i>54</i>	<i>54</i>	" Deck * Material and thickness			
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9x3 1/2 x 3 1/2 x 28.6</i>	<i>9x3 1/2 x 3 1/2 x 28.6</i>	<i>9x3 1/2 x 3 1/2 x 28.6</i>	" Fourth and Fifth Deck Stringer Plate, br'dth & thickness			
" Angles on upper edge	<i>54</i>	<i>54</i>	<i>54</i>	" Angles on ditto, No.			
" Spacing	<i>54</i>	<i>54</i>	<i>54</i>	" Tie Plates outside Hatchways			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>7x3 1/2 x 3 1/2 x 18.6</i>	<i>7x3 1/2 x 3 1/2 x 18.6</i>	<i>7x3 1/2 x 3 1/2 x 18.6</i>	" Deck. Material & thickness	<i>35 x 36</i>	<i>35 x 36</i>	<i>35 x 36</i>
" Angles on upper edge	<i>27</i>	<i>27</i>	<i>27</i>	" Angle on ditto	<i>3 1/2 x 3 1/2 x 8.5</i>	<i>3 1/2 x 3 1/2 x 8.5</i>	<i>3 1/2 x 3 1/2 x 8.5</i>
" Spacing	<i>27</i>	<i>27</i>	<i>27</i>	" Tie Plates	<i>STEEL</i>	<i>STEEL</i>	<i>STEEL</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>7x3 1/2 x 3 1/2 x 18.6</i>	<i>7x3 1/2 x 3 1/2 x 18.6</i>	<i>7x3 1/2 x 3 1/2 x 18.6</i>	" Deck. Material and thickness	<i>56</i>	<i>56</i>	<i>56</i>
" Angles on upper edge	<i>27</i>	<i>27</i>	<i>27</i>	" Bridge Deck Stringer Plate, br'dth & thickness	<i>5x5 x 20</i>	<i>5x5 x 20</i>	<i>5x5 x 20</i>
" Spacing	<i>27</i>	<i>27</i>	<i>27</i>	" Angle on ditto	<i>STEEL</i>	<i>STEEL</i>	<i>STEEL</i>
	<i>27</i>	<i>27</i>	<i>27</i>	" Tie Plates	<i>42</i>	<i>42</i>	<i>42</i>
	<i>27</i>	<i>27</i>	<i>27</i>	" Deck. Material and thickness	<i>35</i>	<i>35</i>	<i>35</i>
	<i>27</i>	<i>27</i>	<i>27</i>	" Forecastle Deck Stringer Plate, b'dth & th'kns	<i>3 1/2 x 3 1/2 x 8.5</i>	<i>3 1/2 x 3 1/2 x 8.5</i>	<i>3 1/2 x 3 1/2 x 8.5</i>
	<i>27</i>	<i>27</i>	<i>27</i>	" Angle on ditto	<i>STEEL</i>	<i>STEEL</i>	<i>STEEL</i>
	<i>27</i>	<i>27</i>	<i>27</i>	" Tie Plates	<i>32</i>	<i>32</i>	<i>32</i>
	<i>27</i>	<i>27</i>	<i>27</i>	" Deck. Material and thickness	<i>STEEL</i>	<i>STEEL</i>	<i>STEEL</i>

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

Lloyd's Register Foundation

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. BRACKET PLATES to Stringers between Web Frames, depth and thickness.

BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL.

Are the outside Plates doubled two spaces of Frames in length? Are the Stringers and Watertight Doors in efficient working order?

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. RIVETING.

Upper Deck. Second Deck. Upper Deck Stringer plates triple riveted. Butts, single or overlapped for whole length amidship.

FRAMES extend in one length from Tank Margin to Upper B. Bridge. REVERSED FRAMES on floors and frames extend from Centre Line to Tank Margin.

MASTS, SPARS, &c. LOWER MASTS. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. 35896. LETTER Z. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS.

Number of Certificate. Anchors. Weight, in Pounds. Test, per Certificate. Description of Anchor. Makers. Where and when tested and Superintendent.

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

CHAIN CABLES. HAWSERS AND WARPS.

Boats. Steering Gear, Steam. Steering Gear, Hand. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. No. of Breasthooks. No. of Crutches. Bulwarks, height above deck and description. The foreing is a correct description for Northwest Steel Company. Builder's Signature. Surveyor's Signature. Surveyor to Lloyd's Register of Shipping.

Correspondence. State dates and initials of letters respecting this case. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? 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? Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Do any rivets break into or through the seams or butts of the plating? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?

General Remarks (State quality of workmanship, &c.) This Vessel is the first to be built by the Northwest Steel Company, the Willamette Iron & Steel Works. The work on the whole is good. The vessel is fitted for burning fuel oil. The Bureau letter regarding omission of two intermediate bulkheads was forwarded to London May 31st 1917.

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. Special Survey Fee. Travelling Expenses, if any. Fees applied for. Received by me. Certificate to be sent to. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. Without Freeboard, as condition of Class. Committee's Minute. Character assigned. note A.C.P. +100A1. +Lmc. 7.17. Fitted for oil fuel 717 H.P. above 150°F.

W763-00362

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 43.75 ft., R.Q.D. ☒ ft., Bridge 114.75 ft., Forecastle 46.5 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated. *Poop & Bridge are disconnected erections.*

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). *Two Decks. Steel*
 Official No. _____; Signal Letters _____ State if Machinery is fitted aft *No.*
 How are the surfaces preserved from oxidation? Inside *3 coats paint* Outside *3 coats paint.*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	135'	406.6	Fore peak tank,	22'-6"	155.6
Double bottom, under Engines and Boilers,	45'	202	After peak tank,	16'-0"	169.8
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	175'-6"	622.4	Other tanks, if fitted, <i>Settling Tank fore end of B.R.</i>	6'-9"	85.7
Total capacity of double bottom		1230	(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. *1* in builder's yard.
 Dates of Surveys held while building *July 14, 17, 18, 24, 27, 29, August 1, 7, 10, 14, 15, 19, 22, 24, 26, 29, 31, Sept. 1, 6, 7, 9, 13, 16, 19, 21, 25, 29, Oct. 3, 7, 12, 16, 18, 30, Nov. 2, 4, 6, 8, 14, 20, 22, 24, 27, 29, Dec. 4, 13, 19, 22, 27, Jan. 2, 10, 15, 18, 19, 23, 30, Feb. 3, 5, 8, 14, 20, 25, March 1, 5, 9, 12, 17, 20, 24, 27, 30, 31, April 2, 4, 6, 9, 11, 15, 19, 25, 30, May 4, 5, 9, 10, 16, 28, 31, June 1, 5, 6, 12, 16, 19, 20, 23, 27, 29, 30, July 2, 5, 7, 14*

Surveyor's Signature