

Awning or Shelter Deck, STEEL STEAMER.
or Pt. Awning Deck.

No. 1649

State of Report is also sent on the Machinery of the Vessel *Yes.*
Port of *Baltimore* Date of completion of Report *9 Jan'y 1914* Received at London Office *TUE. JAN. 20. 1914*
Survey held at *Sparrows Pt. Md.* Date, First Survey *31st Jan'y 1913* Last Survey *9th Jan'y 1914*
On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer* "WASHINGTONIAN" Rig *200 mastek schooner*
TONNAGE under 4866.44 CLASS *100 A1 Shelter dk* Master *J. B. Parse*
Do. between Tonnage Dk. and 1536.50 Breadth (greatest moulded) 53.50
Do. between Tonnage Dk. and 6422.94 Depth at middle of length from top of keel to top of 39.50
Total under Tonnage 6422.94 Beams at side of uppermost Continuous Deck 8.00
Do. of Poop Deduct height of green deck when this does not exceed 8ft. 8.00
Do. of A. Qr. Dk. Transverse Number 85.50
Do. of Bridge House Length on deck from fore part of stem to after part of 415.79
of Fore-castle sternpost
of Houses on Deck Longitudinal Number 35342
of excess of Hatchways Depth "d" at middle of length 27.00
above Crown of 18.00
Engine Room }
ss Tonnage 6649.69 Proportions, Depth to Length, Uppermost Continuous 10.52
Crown Space Deck at side to top of keel
above Crown of }
Engine Room }
Navigation Spaces }
Engine Room and }
Navigation Spaces }
Crown Space }
Master Tonnage 4064.43 Destined Voyage *New York* If Surveyed while Building, Afloat, or in Dry Dock *Yes.*
out on Beam

LENGTH on 415 9/2 BREADTH 53 6 DEPTH, ACTUAL 39 6
k as per Rule Moulded 53 6 Do. 39 6
No. of Decks with flat laid 3
No. of Tiers of Beams 3
Round up of Uppermost 133
Dk. Beam, Actual 133

FRAMING.				PILLARS.			
NAME, Angles, or E or L Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS, in Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
Do. in peaks after peak only	8 3/4	42 1/8	3 1/2	" " " "	10 3/4	46	10 3/4
Do. in way of Double Bottoms at Solid Floors	3 1/2	42 1/8	3 1/2	" Quarter, 'tween Dks., " "	15	60	15
" " at intermdt. Bkts.	60	under 60	under 60	" Increased accordingly to length	15	60	15
ing of Frames from centre to centre amidships	44 1/4	44	44	KEELSONS AND STRINGERS.			
" length to collision bulkhead	25	as per plan	25	CENTRE LINE KEELS ON, Vertical Plates above			
" of Frames from centre to centre in peaks	25	as per plan	25	floors, Through Plate, or Intercoastal Plate			
VERSED FRAME, Angles, amidships	3 1/2	42 1/8	3 1/2	" Rider Plate			
Do. in way of Double bottoms at Solid Floors	3 1/2	42 1/8	3 1/2	" Flat Keel Plate Angles			
" " at intermdt. Bkts.	60	under 60	under 60	" Horizontal Plates on Floors			
CHING, depth of girder	50	40	50	" Angles or Bulb Angles			
DOORS, depth and thickness of Floor Plate	No	No	No	" SIDE KEELSONS, Number			
at mid-line for 1/2 length amidships	No	No	No	" Angles or Bulb Angles			
" in way of Engine and Boiler spaces	as per plan	as per plan	as per plan	" Plate above floors, for			
" thickness at the ends of vessel	50	40	50	" Intercoastal Plate, for			
" depth at 1/2 the half-bdth. as per Rule	50	40	50	" Attached to outside plating with Angle			
" height extended at the Bilges	50	40	50	" BILGE KEELSON, Angles			
DOORS, in Cell Double Bottoms	No	No	No	" Intercoastal Plate, for			
" state if flanged (top and bottom)	No	No	No	" Attached to outside plating with Angle			
" spacing of Solid	as per plan	as per plan	as per plan	" SIDE STRINGERS, Number			
THE GIRDER, in Dbl. bottom, dpth. & thickness	50	52	50	" " Angle			
" " Angles, Top Single	5	5	60	" " Intercoastal Plate, for			
" " Bottom Double	5	5	60	" Attached to outside plating with Angle			
" " to Floors	5	5	44				
" Brackets at intermdt. frmg., width & thkness	50	40	50				
E GIRDERS, number and thickness	200	40	200				
" state if flanged (top & bottom)	No	No	No				
" Angles	3 1/2	42 1/8	3 1/2				
MAIN PLATE, depth (exclusive of flange)	46	44	46				
" and thickness	4	4	48				
" Angles to outside plating	4	4	48				
" " to floors	5	3 1/2	40				
" Brackets at intermdt. frmg., width & thkness	54	54	54				
Height of Brackets above at bilge	54	54	54				
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	63	53	63				
" thickness in Engine and Boiler space	50 and 56	50 and 56	50 and 56				
" Remainder in Holds	40	40	40				
MS. Awng or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel							
Spacing							
MS. Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel							
Spacing							
MS. Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel							
Angles on upper edge							
Spacing							
MS. Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel							
Angles on upper edge							
Spacing							
MS. 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							

[illegible]

TUE. JAN. 20. 1914

EQUIPMENT No. 38473		LETTER AT		ANCHORS.														
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REG. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.				
1088	1st Bower	68	3	0	Stockless			53	1	3	14	68	0	0	Baldt Patent	Penn Steel	Phila 10.7.13	Edward
1089	2nd "	68	1	6	"			52	15	2	14	68	0	0	"	"	"	"
1081	3rd "	60	1	20	"			48	12	2	0	58	2	0	"	"	8.7.13	"
	Collective weight	197	1	26								194	2	0				
1046	Stream	35	1	12	"			28	1	2	7	23	3	0	"	"	2.5.13	Miller
1054	Kedge	10	0	12	"			12	2	0	21	10	0	0	"	"	3.4.13	Edward

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Length and Size supplied.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms 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 Towline.	Fathoms and size per Table 31.
	Length. Diam.	Stator. Break- ing.	Supplied.	Per Rule.	Length. Diam.					Length. Cir.	Tons	Length. Cir.
298	Fathoms. 270	Inch. 2 1/2	Tons. 90 1/2	Tons. 134 1/2	Cwts. qrs. lbs. 157.3.8	Fathoms. 270	Inch. 2 1/2	Steel	Brattle & Co. Phila 28.3.13	Fathoms. 120	Inch. 5 1/4	Tons. 80.5
								Edwards	HAWSEERS & WARPS	180	5 1/4	120
										180	5 1/4	180
										180	7 1/2	180
										210	5	73

ats *Line*
 mps, Number *One fly wheel*
 indlass is *Steam, Hyde Windlass patent*
 gine Room Skylights.—How constructed? *Steel*
 al Bunker Openings.—How constructed? *✓*
 mber of Scuppers, and numbers and dimensions of *Freeing Ports, &c.*
 iling in Holds, thickness and material *2 white pine*
 rgo Hatchways.—How formed? *Steel plates & gables*
 te size No. 1 Hatch (Forward) *20 x 14* No. 2 Hatch *44 x 14*
 mber of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1 = 3 webs, No. 2 = 5 webs, No. 3 = 1 web, No. 4 = 2 webs*
 No. of Breasthooks *2 inelue* No. of Crutches *✓*
 tlworks, height above deck and description *Main Rail and Stays, material and size*
 e foregoing is a correct description *Maryland Steel Company*
 ilder's Signature (here only) *H. J. Anderson* Surveyor's Signature *Harry G. Jarrett*
 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) *(M) 2/11, 9/11, 12/11, 15/12/11, 19/12/11, 21/12/11, 2/1/12, 16/1/12, 6/2/12*

orkmanship. Are the butts of plating planed or otherwise fitted? *Planed where practicable*
 the riveted work properly closed? *Yes*
 re the liners between the frames and plates solid single pieces? *yes*
 to plate, &c., conform well to each other? *yes*
 from the faying surfaces? *yes*
 Do any rivets break into or through the seams or butts of the plating? *a few*

re the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*
 ave all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *yes* State results of tests *Good*
 ave all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *✓* State results of tests *✓*

eneral Remarks (State quality of workmanship, &c.) *The workmanship throughout is good. The vessel has been built in accordance with the approved plans, the Secretary's letters referred to above, and in general conformity with the Rules for the Class contemplated. The vessel is fitted with Electric Light & Wireless Telegraphy. The double bottom fore & after peak tanks and midship deep tank have been constructed to carry liquid fuel. The vessel is fitted with Refrigerating Machinery, and insulated in the lower hold from B Head No. 33 to Engine Room B Head No. 41; in the lower tween decks from B Head No. 33 to Engine Room B Head No. 41; and in the upper tween decks from B Head No. 33 to B Head No. 55. The system of insulation is Ammonia Fair and the insulation of the chambers granulated cork.*

This vessel is a sister ship to the s/s "Panaman", Balto Rpt No. 1620

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

The amount of Entry Fee *\$25.00*
 Special Survey Fee... *\$984.50*
 Travelling Expenses, if any £ *15.10*
 Fees applied for, *10/1/1914*
 Received by me, *27-1-1914*
 Certificate to be sent to *Baltimore* Date of issue *13/2/14*
 + 2 Duplicates.
 State whether the Vessel has been built under Special Survey *Yes*
 am of opinion this Vessel should be Classed *100A1. Shelter dk with freeboard*
 With, or without Freeboard, as condition of Class *Yes*
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI. FEB. 13. 1914

Character assigned

100A1
Shelter dk with flr

at 6.0

L.M.B. 1.14
Fixed for 1st Feb 1.14
F.P. also 150.7.



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Lloyd's Register Foundation

2/1410-4925

PARTICULARS OF LONGITUDINAL FRAMING.

GENERAL I

FRAMING.

Framing of ~~E, L or C~~
 Frames in Bridge 'tween Decks ...
 Frames from Uppermost Continuous Deck

Framing from Awning, Shelter or Upper Deck to Margin Plate.

Spacing of Longitudinal Frames

Amidships
 At Ends

Double Bottoms

Tank Top Longitudinals
 Bottom "

Spacing of Longitudinals

Amidships
 At Ends...

Transverses.

In Bridge

Depth and Thickness

'tween Decks

Face Angles
 Lugs to Shell

In Awning, Shelter or Upper 'tween Decks.

Depth and Thickness

In Hold.

Face Angles
 Lugs to Shell

Brackets

Spacing of Transverse Frames

* State if joggled or liners.

Longitudinal Beams of

Bridge Deck ...
 Awg. or Shltr. Dk.
 Upper "
 Second "
 Third "

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, 8, 12.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ✓ ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle ✓ 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 should appear in the Register Book) *Two decks (Stl) & Shelter Dk (Stl) 3rd in No. 1 hold & web frames, longitudinal framing*
 Official No. *211887*; Signal Letters *L.D.H.W.* State if Machinery is fitted aft *amidships*
 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.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	122-2	360	Fore peak tank,		
Double bottom, under Engines and Boilers,	54-2	301	After peak tank,		
Double bottom, if under Engines only, ✓			Deep tank, aft, ✓	30-0	866
Double bottom, if under Boilers only, ✓			Deep tank, forward,		
Double bottom, forward,	166-4	575	Other tanks, if fitted,		
	Total capacity of double bottom	1234	(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. *10*
 Date *5th Aug 1912*
 No. *131* in builder's yard.
 Dates of Surveys held while building
1913, Jan 31, Feb 5, 7, 10, 12, 14, 18, 19, 24, 6, 8, Mar 14, 18, 20, 5, 6, 7, 8, 9, Apr 2, 4, 7, 9, 11, 16, 17, 21, 3, May 2, 7, 8, 12, 15, 16, 19, 20, 23, 6, 7, 9, 30, 1, June 3, 4, 6, 12, 13, 18, 20, 4, 6, 7, Jul 3, 9, 11, 14, 17, 22, 3, 4, 5, 9, Aug 1, 5, 7, 13, 15, 19, 25, 7, 8, Sept 6, 9, 10, 17, 20, 22, 3, 4, 5, Oct 3, 7, 8, 14, 17, 20, 23, 30, Nov 3, 7, 10, 11, 13, 17, 20, 6, Dec 2, 3, 4, 10, 12, 17, 22, 31, Jan 5, 9.
 Total No. of Visits *110*

Surveyor's Signature

Harry B. Farnham

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