

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office WED. OCT. - 7. 1914

Date of completion of report
Survey held at

28 Sept. 1914

Port of

Boston

Date, First Survey

26 January

Last Survey

26 September 1914

On the (State of Angle, Tonnage Screw)

TONNAGE under 4595.64

CLASS **H 100A1**

Master **F. L. Mundy**

Year of appointment (1) As Master in service of (2) As Master of this vessel

Built at **Quincy, Mass**

When built **1914** Launched **4 Aug. 1914**

By whom built **Fore River Shipbuilding Corporation**

Owners **Emery Steamship Co.**

Managers **John S. Emery & Co. Inc.**

Residence **114 State St. Boston**

Port belonging to **Boston**

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk. 1663.87

Do. of Poop 219.90

Do. of R.Q. Dk. 61.30

Do. of Bridge House 58.89

Do. of Forecastle 117.47

Do. of Houses on Dk. 135.89

Do. of access of Hatchways 121.47

5398.79

1727.61

2761.46

3394.72

Breadth (greatest moulded) 54'-4"

Depth, at middle of length from top of keel to top of upper deck beams at side 31'-8"

Transverse Number 86

Length on deck from fore part of stem to after part of stern post 388

Longitudinal Number 33368

Depth "d," at middle of length (See Specs. 2 & 18) 26'-8"

Proportions Depth to Length - Upper Deck Beam at side to top of keel 12.2

Long Bridge Deck

Beam at side to top of keel

Destined Voyage **N. East of N. America** If Surveyed while Building, Afloat, or in Dry Dock **Building**

| Deck | Feet. | Inches. | BREADTH | Feet. | Inches. | DEPTH, ACTUAL | Top of Floors to top of Upper Dk. Beams | Feet. | Inches. | No. of Decks with flat laid |
|------|-------|---------|---------|-------|---------|---------------|---|-------|---------|-----------------------------|
| Deck | 388 | 0 | Moulded | 54 | 4 | Do. | do. | 27 | 2 1/2 | one |
| | | | | | | | | 28 | 8 3/4 | none |

Ship per Register, Length 387.75 breadth 54.33 depth 27.7 Moulded depth, ft. 31 ins. 8 To Bridge Dk. Round of Upper 13 ins. To Upper Dk. Dk. Beam, Actual 13 ins.

| FRAMING. | | | | PILLARS. | | | |
|---|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship |
| Bars amidships | 12x3 1/2x3 1/2 | 6 | 12x3 1/2x3 1/2 | 6 | 12x3 1/2x3 1/2 | 6 | 12x3 1/2x3 1/2 |
| Angles | 6 | 3 1/2 | 38 | 6 | 3 1/2 | 38 | 6 |
| Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | 44 | 3 1/2 |
| at intermdt. Bkts. | 6x3 1/2x3 1/2 | 41 | 6x3 1/2x3 1/2 | 41 | 6x3 1/2x3 1/2 | 41 | 6x3 1/2x3 1/2 |
| from centre to centre amidships | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| length to Collision bulkhead in peaks | 24 | 24 | 24 | 24 | 24 | 24 | 24 |
| FRAME, Angles | 3 1/2 | 3 1/2 | 62 | 3 1/2 | 3 1/2 | 62 | 3 1/2 |
| Double Bottoms at Solid Floors | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | 44 | 3 1/2 |
| at intermdt. Bkts. | 6x3 1/2x3 1/2 | 41 | 6x3 1/2x3 1/2 | 41 | 6x3 1/2x3 1/2 | 41 | 6x3 1/2x3 1/2 |
| depth of girder | 12 | 12 | 12 | 12 | 12 | 12 | 12 |
| depth and thickness of Floor, Plate | 60 | 14 | 60 | 14 | 60 | 14 | 60 |
| mid-line for 1/2 length amidships | 60 | 15 | 60 | 15 | 60 | 15 | 60 |
| of Engine and Boiler Spaces | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| less at the ends of vessel | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| at 1/2 the half breadth, as per Rule | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| extended at the Bilges | 60 | 60 | 60 | 60 | 60 | 60 | 60 |
| Cell, Double Bottoms | 20 | 20 | 20 | 20 | 20 | 20 | 20 |
| ate if flanged (top & bottom) | 72 | 72 | 72 | 72 | 72 | 72 | 72 |
| acing of Solid floors | 60 | 5 | 60 | 5 | 60 | 5 | 60 |
| ORDER, in Dbl. bottom, dpth. & thickness | 3 1/2 | 3 1/2 | 5 | 3 1/2 | 3 1/2 | 5 | 3 1/2 |
| Angles, Top | 5 | 5 | 62 | 5 | 5 | 62 | 5 |
| Bottom | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| to Floors | 24 | 30 | 4 | 24 | 30 | 4 | 24 |
| ockets at intermdt. frmg., wdth & thkns | 3 | 4 | 3 | 4 | 3 | 4 | 3 |
| ERS, number on each side & thickness | 70 | 70 | 70 | 70 | 70 | 70 | 70 |
| state if flanged (top and bottom) | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | 44 | 3 1/2 |
| Angles (top and bottom) | 3 | 3 | 44 | 3 | 3 | 44 | 3 |
| to Floors | 72 | 52 | 72 | 52 | 72 | 52 | 72 |
| LATE, depth (exclusive of flange) and thickness | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Angles to Outside Plating | 3 1/2 | 3 1/2 | 44 | 3 1/2 | 3 1/2 | 44 | 3 1/2 |
| Floors | 72 | 68 | 72 | 68 | 72 | 68 | 72 |
| ockets at intermdt. frmg., wdth & thkns | 3 | 4 | 3 | 4 | 3 | 4 | 3 |
| ight of Outside Brackets above at bilge | 72 | 68 | 72 | 68 | 72 | 68 | 72 |
| OTTOM PLATING, breadth and thickness of Middle Blue Strake | 48 | 56 | 48 | 56 | 48 | 56 | 48 |
| in Engine and Boiler space | 48 | 56 | 48 | 56 | 48 | 56 | 48 |
| Remainder in Holds | 8x3 1/2x3 1/2 | 5 | 8x3 1/2x3 1/2 | 5 | 8x3 1/2x3 1/2 | 5 | 8x3 1/2x3 1/2 |
| pper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| way of Long Bridge | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| acing | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| acing | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| rd and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| angles on upper edge | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| Spacing | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| oop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 8x3 1/2x3 1/2 | 5 | 8x3 1/2x3 1/2 | 5 | 8x3 1/2x3 1/2 | 5 | 8x3 1/2x3 1/2 |
| Angles on upper edge | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| Spacing | 48 | 48 | 48 | 48 | 48 | 48 | 48 |
| idge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| Angles on upper edge | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| Spacing | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | 6x3 1/2x3 1/2 | 35 | 6x3 1/2x3 1/2 | 35 | 6x3 1/2x3 1/2 | 35 | 6x3 1/2x3 1/2 |
| Angles on upper edge | 36 | 36 | 36 | 36 | 36 | 36 | 36 |
| Spacing | 24 | 24 | 24 | 24 | 24 | 24 | 24 |

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

GENERAL REMARKS—(continued).

WEB F
B-FRAMES, In Fo
No. of Side S
B-FRAMES, In E.
B-FRAMES, In A
No. of Side S
Size of Face Ar
ACKET PLATES
eb Frames, depth
LKHEADS.
BULKHEADS
COLLISION,,
TITION,,
TUDINAL,,
the outside Plates
the Sluice Valves
STRAKES.
PLATE KEEL...
r Keel, state Riveting
OARD OF A Str
actual B
ness in C
Double D
ttom. E
F
G
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J
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V
W

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 91.8 ft., R.Q.D. ✓ ft., Bridge ✓ ft., Forecastle 27 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) 1 DK STL.
Official No. 212560; Signal Letters LD PG State if Machinery is fitted aft Mch aft
How are the surfaces preserved from oxidation? Inside Paint & cement Outside Paint

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

| Where Fitted. | Length. Feet. | Water Capacity. Tons. | Where Fitted. | Length. Feet. | Water Capacity. Tons. |
|---|---------------------------------|--------------------------|--|------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, fresh water | 24 | 25 |
| Double bottom, under Engines and Boilers, | 68.1 | 253 | After peak tank, | 12 | 53 |
| Double bottom, if under Engines only, | | | Deep tank, aft, | | |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | | |
| Double bottom, forward, | 273.0 | 1978 | Other tanks, if fitted, | | |
| | Total capacity of double bottom | 2231 | (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. 13
Date 13/9/13.
No. 225 in builder's yard.
DATES of Surveys held while building
1914. Jan 26, 28, 31. Feb 3, 9, 11, 21, 26, 28 Mar 4, 11, 14, 17, 20, 25, 27 Apr 1, 2, 11, 14, 17
23, 24, 28, 30 May 1, 4, 5, 6, 8, 11, 13, 14, 15, 16, 19, 21 June 1, 4, 8, 9, 12, 15, 19, 2
25, 29 July 1, 3, 8, 9, 14, 16, 17, 18, 21, 23, 27, 28, 30, 31, Aug 1, 3, 4, 10, 13
24, 26, 28, 31 Sept. 14, 15, 26.

Surveyor's Signature

John S. Heck.