

With or Without

STEEL STEAMER.

TUE JAN 26 1915

Received at London Office

Disconnected Erections.

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

Date of completion of report 21 January 1915 Port of Hoare No. 3504
Survey held at Rouen Grand Quilleby Date, First Survey 15 May 1915 Last Survey 27 December 1914
In the (State if Single, Twin, or Triple Screw) Ship "Ohio" Rig 2 pole masts

Tonnage under Tonnage Deck 6615.22

Do. between Tonnage Dk. and 3rd and 4th Dk.
Total under Upper Dk.

No. of Poop
Q. Dk.
Main House

CLASS 100A1 FEET.

Master Arnaud
Year of appointment (1) As Master in service of owner of present vessel—191
(2) As Master of this vessel—191

Built at Grand Quilleby near Rouen
When built 1914 Launched June 1914
By whom built Chantiers de Normandie
Owners Chantiers de Normandie
Managers Verrier
(Where necessary to be entered in Reg. Book.)
Residence
Port belonging to Le Hoare

Breadth (greatest moulded) 61.1
Depth, at middle of length from top of keel to top of upper deck beams at side 31.8
Transverse Number 929
Length on deck from fore part of stem to after part of stern post 445
Longitudinal Number 41340
Depth "d," at middle of length (See Secs. 2 & 13) 27.99
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.990
" " Long Bridge Deck Beam at side to top of keel 10.840

Destined Voyage New Orleans. If Surveyed while Building, Afloat, or in Dry Dock Both

Feet. Inches. BREADTH—Moulded 61. 3/8 DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 27. 9. No. of Decks with flat laid 2
Do. do. do. Second Dk. Beams 27. 9. No. of Tiers of Beams
Register, Length 445 breadth 61.2 depth 27.5 Moulded depth, ft. 41. ins. 3/8 To Bridge Dk. Round of Upper Dk. Beam, Actual 15. ins.
Moulded depth, ft. 31. ins. 10 To Upper Dk.

PLATING. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule per Rule Or as Approved. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule per Rule Or as Approved.
C or Bars amidships 11 3/8 x 3 1/2 x 3 1/2 x 3 1/2 11 3/8 x 3 1/2 x 3 1/2 x 3 1/2 11 3/8 x 3 1/2 x 3 1/2 x 3 1/2
Double Bottoms at Solid Floors 13 1/2 x 3 1/2 x 40 3 1/2 x 3 1/2 x 40 3 1/2 x 3 1/2 x 40
" at intermdt. Bkts 8 x 3 1/2 x 58 8 x 3 1/2 x 58 8 x 3 1/2 x 58
From centre to centre amidships 31 1/2 31 1/2 31 1/2
Length to Collision bulkhead 27 27 27
" in peaks 24 24 24
ME, Angles... AMIDSHIPS 6 x 3 1/2 x 52 6 x 3 1/2 x 52 6 x 3 1/2 x 52
Double Bottoms at Solid Floors 15 1/2 x 3 1/2 x 40 5 1/2 x 3 1/2 x 40 5 1/2 x 3 1/2 x 40
" at intermdt. Bkts 8 x 3 1/2 x 54 8 x 3 1/2 x 54 8 x 3 1/2 x 54
of girder AMIDSHIPS 12 x 5 1/2 x 7 1/2 12 x 5 1/2 x 7 1/2 12 x 5 1/2 x 7 1/2
and thickness of Floor Plate
line for 1/2 length amidships
Engine and Boiler Spaces
the ends of vessel
the half breadth, as per Rule 17 1/2 x 46 x 42 46 x 42 46 x 42
ended at the Bilges ends 38 ends 38 ends 38
Double Bottoms
flanged (top & bottom) Flanged top
of Solid floors alternate frames
ER, in Dbl. bottom, dpth. & thickness 46 x 56 46 x 56 46 x 56
Angles, Top 3 1/2 x 3 1/2 x 56 3 1/2 x 3 1/2 x 56 3 1/2 x 3 1/2 x 56
" Bottom 5 1/2 x 5 1/2 x 62 5 1/2 x 5 1/2 x 62 5 1/2 x 5 1/2 x 62
" to Floors 5 1/2 x 5 1/2 x 56 5 1/2 x 5 1/2 x 56 5 1/2 x 5 1/2 x 56
at intermdt. frmg., with thickness 36 x 56 36 x 56 36 x 56
S, number on each side & thickness 2 x 1/2 x 42 2 x 1/2 x 42 2 x 1/2 x 42
state if flanged (top and bottom) ends 38 ends 38 ends 38
Angles (top and bottom) 1/2 length 3 1/2 x 3 1/2 x 44 3 1/2 x 3 1/2 x 44 3 1/2 x 3 1/2 x 44
" to Floors 3 1/2 x 3 1/2 x 40 3 1/2 x 3 1/2 x 40 3 1/2 x 3 1/2 x 40
ME, depth (exclusive of flange) 38 38 38
and thickness 1/2 length 4 3/8 x 52 4 3/8 x 52 4 3/8 x 52
Angle to Outside Plating 4 3/8 x 52 4 3/8 x 52 4 3/8 x 52
" Floors 5 1/2 x 5 1/2 x 44 5 1/2 x 5 1/2 x 44 5 1/2 x 5 1/2 x 44
at intermdt. frmg., with thickness 36 x 56 36 x 56 36 x 56
of Outside Brackets above at bilge ends 38 ends 38 ends 38
COM PLATING, breadth and thickness of Middle Line Strake 46 x 1/2 length 44 46 x 1/2 length 44 46 x 1/2 length 44
" in Engine and Boiler space ends 38 ends 38 ends 38
" Remainder in Holds 42 x 46 42 x 46 42 x 46
er Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 1/2 x 3 1/2 x 52 9 1/2 x 3 1/2 x 52 9 1/2 x 3 1/2 x 52
way of Long Bridge 9 1/2 x 3 1/2 x 48 9 1/2 x 3 1/2 x 48 9 1/2 x 3 1/2 x 48
cing
ond Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel
cing
d and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel
gles on upper edge
cing
Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 6 1/2 x 3 1/2 x 44 6 1/2 x 3 1/2 x 44 6 1/2 x 3 1/2 x 44
gles on upper edge
cing
Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 1/4 x 3 1/2 x 48 9 1/4 x 3 1/2 x 48 9 1/4 x 3 1/2 x 48
Angles on upper edge
Spacing every frame
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 11 3/8 x 3 1/2 x 3 1/2 11 3/8 x 3 1/2 x 3 1/2 11 3/8 x 3 1/2 x 3 1/2
Angles on upper edge
Spacing alternate frames

PILLARS. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule per Rule Or as Approved.
PILLARS, In 'tween Deck, size and spacing 8 x 44 up to 9 1/2 x 44
" Hold 13 1/2 x 50 up to 19 1/2 x 50
" Quarter 'tween Dks., " " spaced as per approved plan
" in Hold " "

KEELSONS & STRINGERS. Inches in Ship. Inches in Ship. Inches in Ship. Inches per Rule per Rule Or as Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate
" Rider Plate
" Flat Plate Keel Angles
" Horizontal Plates on Floors
" Angles or Bulb Angles
SIDE KEELSONS, Number
" Angles or Bulb Angles
" Plate above floors, for length
" Intercoastal Plate, for length
" 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 length
" Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) 73 x 1.24 73 x 1.24
" " " 1/2 br'dth & thickness 24 73 x 60 24 73 x 60
" " " Angle (clear of Bridge) 38 x 44 38 x 44
" " Tie Plate at sides of Hatchways 6 x 6 x 80 6 x 6 x 80
" Deck * Iron or Steel, for whole part lng. No wood deck
" " Thickness (clear of Bridge) .66 .66
" " (in way of Bridge) 1/2 L 40 1/2 L 40
" Wood Deck. Material & thickness ends 38 ends 38
Second Deck Stringer Plate, br'dth & thickness
" Angles on ditto, No.
" Tie Plates outside Hatchways
" Deck * Iron or Steel, for lng.
" Wood Deck. Material & thickness
Third Deck Stringer Plate, br'dth & thickness
" Angles on ditto, No.
" Tie Plates, outside Hatchways
" Deck * Material and thickness
Fourth and Fifth Deck Stringer Plate, breadth & thickness
" Angles on ditto, No.
" Tie Plates outside Hatchways
" Deck. Material & thickness
Poop Deck Stringer Plate, breadth & thickness 63 x 70 63 x 70
" Angle on ditto 1/2 L 40 1/2 L 40
" Tie Plates 5 1/2 x 5 1/2 64 x ends 3 1/2 x 3 1/2 x 34
" Deck. Material and thickness
Bridge Deck Stringer Plate, br'dth & thickness 1/2 L 62 1/2 L 62
" Angle on ditto ends 42 ends 42
" Tie Plates
" Deck. Material and thickness
Forecastle Deck Stringer Plate, b'dth & th'kns 37 x 36 37 x 36
" Angle on ditto 5 1/2 x 5 1/2 x 36 3 1/2 x 3 1/2 x 36
" Tie Plates
" Deck. Material and thickness 1/2 L 36 1/2 L 36

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.
Lloyd's Register Foundation

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. FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. for Propeller. RUDDER-A x D* Table 22. Speed. Main-Piece, diameter at head. at heel. RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? 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. Has the Steel been tested as required by the Rules?

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES, Ordinary or Joggled? Riveting. BUTTS. IF LAPPED. FLAT PLATE KEEL. GARBORDE or A Strake. State actual thickness in way of Double Bottom. Upper Deck. Bridge. THICKNESS OF SHEET PILE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DBLG. of Flat Plate Keel. Sheerstrakes. Length and thickness. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. * Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Butts, table riveted for whole length amidship. Stringer Plate Straps, single or overlapped for whole length amidship. Second Deck Butts, riveted for length amidship. Stringer Plate Straps, single or overlapped for length amidship. Inner Bottom Plating, riveting of Edges. Centre Girder Butts, table riveted. Keelson Butts, riveted. Frames, riveted through Plates with 82 in. Rivets, about 4 1/2 apart. Rivets, state whether Iron or Steel. Steel.

FRAMES extend in one length from Bilge to upper & lower deck, alternate frames. REVERSED FRAMES on floors and frames extend from Bilge to upper deck. State if ordinary or joggled. ordinary.

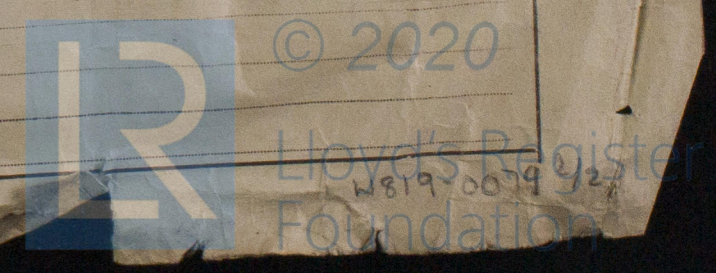
MASTS, SPARS, &c. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. RIVETING. Fore Mast. Main Mast. Mizzen Mast. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails. No Sails. Suit of. Stays. Sails, and the following spare sails.

EQUIPMENT No. 4125. LETTER C.T. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. Number of Certificate. Anchors. WEIGHT, EX. STOCK. TEST, PER CERTIFICATE. WEIGHT REQUIRED BY TABLE 31. Description of Anchor. Makers. Where and when tested, and Superintendent. CHAIN CABLES. Number of Certificate. Length and size supplied. Test per Certificate. WEIGHT OF CHAIN CABLE. Description. Makers of Cables. Where and when tested, and Superintendent. Material. Length and size supplied. Test per Certificate. HAWSEERS AND WARPS. Number of Certificate. Length and size supplied. Test per Certificate. Length and size supplied. Test per Certificate. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Hatchways. State size No. 1 Hatch (Forward). State size No. 2 Hatch (Forward). State size No. 3 Hatch (Forward). State size No. 4 Hatch (Forward). Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. Bulwarks, height above deck and description. The foregoing is a correct description. Builder's Signature. 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 in any correspondence connected with the 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 facing surfaces? 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.).

Temporary Certificate requested: has been delivered, as per attached Copy. The approved plans are retained to this Office, for Letter Vessel "I 3" in building, because on copy of these plans exists in the Board Office. 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. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. FRI. MAR. 26. 1915. TUE. JAN. 23. 1917.



GENERAL REMARKS—(continued).

Damage caused by collision with the quay at Havre, in September 1914. When the vessel up down the river for afterward go to Saint-Nazaire in this collision, on starboard side for part near collision bulkhead. Two plates were bent and (3) three frames bent. The repair was effected by the unripping of said plate, for to face and the frames to fair in place as well as possible. The plate re-ripped and put in order.

When the vessel was in voyage for Saint-Nazaire, the equipment had been damaged by ten lengths of Chain Cable on Bow-anchor lost at Pancele by heavy sea. The same equipment was found in order (as per my letter of 9 December 1914) (and sending letter of 14 & 23 December 1914 P.M.C.) and the Certificate modified for the Chain Cable.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ^{bridge} and Deck Combined 340.49 ft., B.O.D. ft., Bridge ft., Forecastle 5 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). Single Steel Deck. (not covered with wood)
Official No. _____; Signal Letters _____ State if Machinery is fitted aft No.
How are the surfaces preserved from oxidation? Inside Paint inside double bottom Outside Red lead & Comp. tan
Belge in hatch & in the Peaks.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. <u>Cellular</u>					
Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft,	<u>138.</u>	<u>51.9</u>	Fore peak tank,	<u>23.</u>	<u>10.</u>
Double bottom, under Engines and Boilers,	<u>26.</u>	<u>86.8</u>	After peak tank,	✓	✓
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	✓	✓
Double bottom, forward,	<u>173.</u>	<u>51.9</u>	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		<u>184.1</u>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 1406 State whether the above have been tested as required by the Rules. Yes.

Order for Special Survey No. _____
Date 28 February 1913
No. 112 in builder's yard.

DATES of Surveys held while building
1913. May 15. Jun 5. 28. July 11. 18. Aug 13. Sep 9. 23. 30. Oct. 7. 14. 18. 30. Nov. 8. 16. 25. Dec.
1914. Jan 8. 23. Feb. 14. 6. 28. Mar. 5. 17. 24. Apr. 1. 6. 9. 21. May. 25. Jun 5. 19. July 2. 11.
Aug. 20. Sep. 5. 22. Oct. 12. 22. 26. Nov. 17. 23. 27.

Total No. of Visits _____

Surveyor's Signature

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Foundation