

With or Without
Disconnected Erections
STEEL STEAMER.

Received at London Office WED. 14 JUN. 1916

Date of completion of report 30 May 1916
Survey held at Quincy, Mass
Port of Boston, Mass
Date, First Survey 11 Aug 1915
Last Survey 27 May 1916
No. 852

On the (State of Single, Twin, or Triple Screw)
TONNAGE under 4919.30
Tonnage Deck 222.89
Do. between Tonnage Dk. and 2nd and 4th Dk. 514.1
Total under Upper Dk. 303.36
Do. of Poop 127.80
Do. of R.O.Dk. 28.34
Do. of Bridge House 89.10
Do. of Forecastle 97.90
Do. of 1st Dk. 5788.
Do. of 2nd Dk. 207.22
Do. of 3rd Dk. 1852.28
Do. of 4th Dk. 122.50
Do. of 5th Dk. 3606
Do. of 6th Dk. 3606
Do. of 7th Dk. 3606
Do. of 8th Dk. 3606
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Do. of 97th Dk. 3606
Do. of 98th Dk. 3606
Do. of 99th Dk. 3606
Do. of 100th Dk. 3606

CLASS + 100 A1
Breadth (greatest moulded) 54.5
Depth, at middle of length from top of keel to top of upper deck beams at side 32.5
Transverse Number 87
Length on deck from fore part of stem to after part of stern post 389.75
Longitudinal Number 33908
Depth "d," at middle of length (See Secs. 2 & 13) 19.25
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 11.99
" Long Bridge Deck Beam at side to top of keel
Destined Voyage Cuba

Rig Schooner 3 masts
Master F. Van Gelder
Year of appointment (1) As Master in service of owner of present vessel—1916
(2) As Master of this vessel—1916
Built at Quincy, Mass.
When built 1916 Launched 8 April 1916
By whom built Fore River S. B. Corp.
Owners Cuba Distilling Co.
Managers (Where necessary to be entered in Reg. Book.)
Residence 40 Exchange Place, New York
Port belonging to New York

Register Tonnage as cut on Beam 3606
LENGTH on Deck as per Rule 389 9
BREADTH—Feet. Inches. Moulded 54 6
DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams 29 4 3/4
Do. do. do. do. Second Dk. Beams 20 10 5/8
No. of Decks with flat laid 2
No. of Tiers of Beams 2
To Bridge Dk. Round of Upper Dk. Beam, Actual 13 5/8 ins.

Dimensions of Ship per Register, Length 389.0 breadth 54.7 depth 29.3
Moulded depth, ft. 32 ins. 6
To Upper Dk. Dk. Beam, Actual 13 5/8 ins.

FRAMING.				PILLARS.			
FRAME, Angles or 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	8 3/4	3 1/2	40	" " Hold	10 3/8	10 3/8	10 3/8
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	38	" " Quarter 'tween Dks.	10 3/8	10 3/8	10 3/8
" " at intermdt. Bkts.	25 1/2	25 1/2	25 1/2	" " in Hold	10 3/8	10 3/8	10 3/8
Spacing of Frames from centre to centre amidships	25 1/2	25 1/2	25 1/2				
" " length to Collision bulkhead	24	24	24				
" " in peaks	24	24	24				
REVERSED FRAME, Angles	3 1/2	3 1/2	38				
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	38				
" " at intermdt. Bkts.	7	7	7				
FRAMING, depth of girder	51	36	57				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships	68	36	68				
" in way of Engine and Boiler Spaces	4	4	4				
" thickness at the ends of vessel	51	51	51				
" depth at 1/2 the half breadth, as per Rule	51	51	51				
" height extended at the Bilges	51	51	51				
FLOORS in Cell. Double Bottoms	36	36	36				
" state if flanged (top & bottom)	no	no	no				
" Spacing of Solid floors	25 1/2	25 1/2	25 1/2				
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	68	42	68				
" Angles, Top	5	5	50				
" Bottom	6	6	58				
" to Floors	5	5	44				
Brackets at intermdt. frmg., wdth & thcknss	3	36	3				
SIDE GIRDERS, number on each side & thickness	3	36	3				
" state if flanged (top and bottom)	no	no	no				
" Angles (top and bottom)	3 1/2	3 1/2	38				
" to Floors	3	3	38				
MARGIN PLATE, depth (exclusive of flange) and thickness	63	48	63				
" Angle to Outside Plating	5	5	56				
" Floors	3 1/2	3 1/2	38				
Brackets at intermdt. frmg., wdth & thcknss	36	36	36				
Height of Outside Brackets above at bilge	70 1/2	40	70 1/2				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	70	48	70				
" in Engine and Boiler space	40	36	40				
" Remainder in Holds	40	36	40				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6x3 1/2x3 1/2x35	6x3 1/2x3 1/2x35	6x3 1/2x3 1/2x35				
" In way of Long Bridge	25 1/2	25 1/2	25 1/2				
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7x3 1/2x3 1/2x45	7x3 1/2x3 1/2x45	7x3 1/2x3 1/2x45				
" Spacing	25 1/2	25 1/2	25 1/2				
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7x3 1/2x3 1/2x45	7x3 1/2x3 1/2x45	7x3 1/2x3 1/2x45				
" Spacing	25 1/2	25 1/2	25 1/2				
BEAMS, Poop Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7x3 1/2x3 1/2x45	7x3 1/2x3 1/2x45	7x3 1/2x3 1/2x45				
" Spacing	25 1/2	25 1/2	25 1/2				
BEAMS, Bridge Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7x3 1/2x3 1/2x45	7x3 1/2x3 1/2x45	7x3 1/2x3 1/2x45				
" Spacing	25 1/2	25 1/2	25 1/2				
BEAMS, Forecastle Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	6x3 1/2x3 1/2x35	6x3 1/2x3 1/2x35	6x3 1/2x3 1/2x35				
" Spacing	24	24	24				

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

926-0028

WEB FRAMES.				FORGINGS or CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches per Rule.		Inches in Ship.	Inches per Rule.	
WEB-FRAMES, in Fore Body, No. and spacing	18	10-7 1/2	18	10-7 1/2	Flat	Keel	
" " " brdth. & thickness	24	4 1/4	24	4 1/4	10 1/2 x 2 1/4	10 1/2 x 2 3/4	
" " " No. of Side Stringers	3	"	"	"	"	"	
WEB-FRAMES, in E. & B. Space, No. and spacing	4	12-9	4	12-9	9 x 7 1/2	9 x 7 1/2	
" " " brdth. & thickness	22	4 1/4	22	4 1/4	"	"	
WEB-FRAMES, in After Body, No. and spacing	"	"	"	"	10 1/2 x 7 1/2	10 1/2 x 7 1/2	
" " " brdth. & thickness	"	"	"	"	"	"	
" " " No. of Side Stringers	"	"	"	"	"	"	
" " " Size of Face Angles to Web-Frames	7 x 3 1/2	66	7 x 3 1/2	66	"	"	
BRACKET PLATES to Stringers between Web Frames, depth and thickness	18	37	18	37	"	"	
BULKHEADS.				RUBBER, how constructed			
Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up state deck.	Forged main piece, forged arms & single plate		
O.T. V.T. BULKHEADS (including Cofferdam)	11	4 1/2 [3 1/2 x 5 1/2] 5 1/2 [4 3/4 x 5 1/2] 23 1/2	30	Single upper	Thickness of Plates Single Plate 1 1/7		
Aft Peak W.T.	1	50	30	Single upper	Can the Rubber be unshipped afloat? yes		
Coal Bunker Duct Type	1	34	"	"	Manufacturer's name or trade mark of the Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. Carnegie Steel Co & Bethlehem Steel Co for sections Carnegie Steel Co for plates Open Hearth process.		
O.T. COLLISION	1	42 [3 1/2 x 5 1/2] 5 1/2 [4 3/4 x 5 1/2] 23 1/2	30	Single upper	Has the Steel been tested as required by the Rules? yes.		
PARTITION	1	26	30	"			
LONGITUDINAL	1	40	25 1/2	upper			

PLATING.										RIVETING.										
AS IN SHIP.										PER RULE OR AS APPROVED.										
STRAKES.										EDGES, Ordinary or Joggled?										
AMIDSHIP.										RIVETS.										
Breadth.										Breadth of Lap.										
Thickness.										Diam.										
Inches.										Inches.										
FLAT PLATE KEEL	47	1.02	"	"	47	1.02	Double	6 3/4	1 1/2	3 3/4	Double	1 1/2	3 3/4	2 1/2	1 1/2	3 3/4	2 1/2	1 1/2	3 3/4	2 1/2
GARBOARD or A Strake	72	60	60	48	72	60	"	5 1/4	7/8	2 3/4	"	7/8	3 1/6	"	"	"	"	"	"	"
State actual thickness in way of Double Bottom.	"	"	50	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
B	"	"	60	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
C	"	"	56	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
D	"	"	52	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
E	"	64	46	"	"	64	"	"	"	"	"	"	"	"	"	"	"	"	"	"
F	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
G	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
H	"	"	52	46	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
J	"	"	46	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
K	51	66	50	"	51	66	"	"	"	"	Double 3/5	"	3 1/2	"	"	"	"	"	"	12
L	47	96	46	"	47	96	"	6	1	3 1/4	Double full	"	"	19	"	"	"	"	"	"
M	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
N	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
O	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
P	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Q	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
R	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
S	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
T	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
U	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
V	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
W	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
THICKNESS OF SHEET PILE	76	"	"	"	76	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
CLEAR OF LONG BRIDGE	66	"	"	"	66	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
DO. OF STRAKE BELOW	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
DELT. of Flat Plate Keel	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" Sheerstrakes	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
Length and thickness	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
POOP SIDES	"	"	38	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
SHORT BRIDGE SIDES	42	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
FORECASTLE SIDES	42	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"

MASTS, SPARS, &c.										
DIAMETER AND THICKNESS.										
At Partners.										
Head.										
Hounds.										
Head.										
Hounds.										
No. of Plates in round.										
ANGLES.										
Number.										
Size.										
SEAMS.										
RIVETING.										
Butts.										
LOWER MASTS	Fore	Steel	52-6	24 x 5	16 x 5	2	none	✓	Single	Double
Main	Wood	50-0	24 x 5	16 x 5	2	none	✓	Single	Double	
Mizen	Wood	50-0	24 x 5	16 x 5	2	none	✓	Single	Double	
Bowsprit	Wood	50-0	24 x 5	16 x 5	2	none	✓	Single	Double	
Topmasts, Yards and Remainder of Spars	Wood	15-0 long	12" to 5" dia	"	"	"	"	"	"	
Rigging, Material and Size, Shrouds	2 1/2" galvanized steel wire rope	"	"	"	"	"	"	"	"	
Sails	none	"	"	"	"	"	"	"	"	
Suit of	✓	"	"	"	"	"	"	"	"	
Sails, and the following spare sails	none	"	"	"	"	"	"	"	"	

EQUIPMENT No. 35256										ANCHORS.										TONNAGE U. D. K. OR PLATING No. FOR TRAWLERS									
WEIGHT, EX. STOCK										WEIGHT REQUIRED BY TABLE 31										Description of Anchor.									
Cwts. qrs. lbs.										Cwts. qrs. lbs.										Cwts. qrs. lbs.									
2577	1st Bower	63	3	10	Stackless	50	7	2	0	63	3	0	Balld Patent	Balld Patent	Balld Patent	Balld Patent	Balld Patent	Balld Patent	Balld Patent										
2573	2nd "	63	3	0	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"										
2575	3rd "	54	3	8	"	45	5	3	21	54	0	21	"	"	"	"	"	"	"										
2550	4th "	182	1	18	"	182	0	0	"	182	0	0	"	"	"	"	"	"	"										
2551	Stream	22	1	18	Stackless	22	13	0	14	21	3	14	"	"	"	"	"	"	"										
	Kedge	10	1	22	"	12	8	3	0	9	1	14	"	"	"	"	"	"	"										

CHAIN CABLES.										HAWERS AND WARPS.										
WEIGHT OF CHAIN CABLE										Description.										
Cwts. qrs. lbs.										Cwts. qrs. lbs.										
449	135	2 1/4	7 1/8	12 7/8	344.624	62.111	270	2 1/4	Steel	Lebanon	Lebanon Pa 21/11/16	TOWLINE	120	4 1/2	59	120	4 1/2	59	120	4 1/2
456	135	"	"	"	344.2.16	"	"	"	Link	Chain Co	" 28/11/16	HAWERS & WARPS	90	8	✓	90	8	✓	90	8
	90	4 3/4	"	"	344.2.16	"	"	"	"	American Steel	J. W. Grier	"	"	"	"	"	"	"	"	"

Boats 2-24' lifeboats, 1-16' dinghy, 1-22' motor launch

Steering Gear, Steam Hydraulic Windlass Co

Windlass is One Hydraulic pump

Engine Room Skylights—How constructed? Steel casings with steel hinged lids

Coal Bunker Openings—How constructed? Steel casings

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 scuppers each side. 7 freeing ports each side (3 for 2" draft) 46" x 21"

Ceiling in Holds, thickness and material in bunker 3" spruce

Cargo Hatchways—How formed? Steel oil tight hatches with hinged lids

State size No. 1 Hatch (Forward) oil hatches 8' x 5' 0" No. 2 Hatch

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch

Bulwarks, height above deck and description 3' 9" steel plate with flange plate

The foregoing is a correct description of the vessel

Builder's Signature (here only) By J. S. Heck

Surveyor's Signature John S. Heck

Correspondence—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) All through New York

Workmanship. Are the butts of plating planed or otherwise fitted? yes

Is the riveted work properly closed? yes

Are 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

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. 26, par. 20)? yes

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes

General Remarks (State quality of workmanship, &c.)

This vessel has been built under Special Survey in accordance with the Rules & approved plans, & the workmanship & material are good throughout.

The oil cargo tanks, cofferdam, double bottom tanks & ballast tanks have been tested in accordance with the Rules & the results were satisfactory.

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

The amount of Entry Fee £ 25.00

Special Survey Fee £ 48.50

Travelling Expenses, if any £ 65.70

Fees applied for, 19

Received by me, 29.6.1916

State whether the Vessel has been built under Special Survey yes

I am of opinion this Vessel should be Classed +100 A1

With, or without Freeboard, as condition of Class Without

Committee's Minute

Character assigned

FRID. JUN. 23. 1916

Carrying petroleum in bulk

John S. Heck.

Surveyor to Lloyd's Register of Shipping.

24/6/16

Lloyd's Register Foundation

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.2 ft., R.Q.D. ☒ ft., Bridge 27.6 ft., Forecastle 27.8 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) 2 dks Stt + Web frames

Official No. 214053; Signal Letters LFWV

State if Machinery is fitted aft

Mchy 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,	<u>27.8</u>	<u>217</u>
Double bottom, under Engines and Boilers,	<u>44.6</u>	<u>143.4</u>	After peak tank,	<u>14.75</u>	<u>78</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>284.75</u>	<u>1589.2</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>1732.6</u>	(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. 19

Date 25 May 1915

No. 247 in builder's yard.

DATES OF SURVEYS held while building

1915 Aug 11, 25 Sept 2, 8, 16, 22, 24, 27 Oct 1, 4, 7, 11, 16, 19, 26, 28 Nov 1, 4, 5, 8, 11, 12, 15, 23 Dec 2, 13, 15, 16, 30
1916 Jan 6, 11, 29, 31 Feb 11, 17, 24 Mar 3, 7, 8, 9, 10, 11, 14, 15, 17, 18, 20, 21, 22, 23, 24, 25, 27, 28, 29, 30, 31 Apr
1, 2, 3, 4, 5, 6, 7, 8, 13, 20, 22, 25, 26, 28 May 4, 10, 12, 15, 18, 22, 24, 25, 26, 27

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Total No. of Visits 81

Surveyor's Signature John S. Heck

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