

Awning or Shelter Deck,
or Pt. Awning Deck.

REC'D NEW YORK Dec. 11-1918
STEEL STEAMER.

THU. 2 - JAN. 18 1918

Port of Newport News Date of completion of Report December 7th Received at London Office
Survey held at Newport News Date, First Survey November 12th Last Survey December 7th 1918
On the (State if Single, Screw) S.S. "F.D. ASCHER" Rig SCHOONER

TONNAGE under Tonnage Deck... 6275.60 CLASS 100 A1 FEET. 60'0"
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. 1827.43 Breadth (greatest moulded) 60'0"
Total under Upper Dk. 8163.03 Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 37'2"
Do. of Poop 190.95 Deduct height of 'tween deck when this does not exceed 8ft. 7'6"
R. Qr. Dk. 8293.96 Transverse Number 89.67
Bridge House 285.65 Length on deck from fore part of stem to after part of sternpost 463'3"
Forecastle 1583.24 Longitudinal Number 41539
Houses on Deck 92.67 Depth "d" at middle of length. See Secs. 2 & 13 18'6"
Excess of Hatchways 6332 Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 12.46
Above Crown of Main Room 15.5
Main Room 15.5
Crew Space 15.5
Above Crown of Main Room 15.5
Main Room 15.5
Crew Space 15.5
Engine Room 15.5
Navigation Spaces 15.5
Master Tonnage 6332 Destined Voyage ✓ If Surveyed while Building, Afloat, or in Dry Dock YES
Master NEWPORT NEWS, VA
Year of Appointment 1918 Launched 24.10.18
Built at NEWPORT NEWS, VA
When built 1918
By whom built NEWPORT NEWS, VA
Owners STANDARD OIL CO. N.Y.
Managers (U.S.S.B. EM. FLEET (EXP.))
Residence NEW YORK
Port belonging to NEWPORT NEWS

LENGTH on	as per Rule	Feet	Inches	BREADTH	Feet	Inches	DEPTH, ACTUAL	Top of Floors to top of Awning or Shelter Dk. Beams	Feet	Inches	No. of Decks with flat laid
60.0	463	3		60	0		37	2	33	5	3
Do.				Do.			Do.				Do.
Do.				Do.			Do.				Do.

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
8	3 1/2	40	6	8	3 1/2	40	6	8	3 1/2	40	6
3 1/2	3 1/2	7	16	3 1/2	3 1/2	7	16	3 1/2	3 1/2	7	16

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
24	1	24	1	24	1	24	1	24	1	24	1

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
44	1.52	44	1.52	44	1.52	44	1.52	44	1.52	44	1.52
27	1	27	1	27	1	27	1	27	1	27	1

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
48	62	54	48	62	54	48	62	54	48	62	54
3 1/2	3 1/2	162	3 1/2	3 1/2	162	3 1/2	3 1/2	162	3 1/2	3 1/2	162

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
5	5	56	5	5	56	5	5	56	5	5	56
3.5	3.5	43	3.5	3.5	43	3.5	3.5	43	3.5	3.5	43

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
3	1.50	3	1.50	3	1.50	3	1.50	3	1.50	3	1.50
3 1/2	3 1/2	162	3 1/2	3 1/2	162	3 1/2	3 1/2	162	3 1/2	3 1/2	162

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
36	58	50	36	58	50	36	58	50	36	58	50
4	4	50	4	4	50	4	4	50	4	4	50

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
6 1/2	6 1/2	45	6 1/2	6 1/2	45	6 1/2	6 1/2	45	6 1/2	6 1/2	45
As in Plan	As in Plan	As in Plan	As in Plan	As in Plan	As in Plan	As in Plan	As in Plan	As in Plan	As in Plan	As in Plan	As in Plan

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
46	54	46	54	46	54	46	54	46	54	46	54
54	58	58	54	58	58	54	58	58	54	58	58

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
42	38	42	38	42	38	42	38	42	38	42	38
7	35	35	7	35	35	7	35	35	7	35	35

ME, Angles, or	Bars, amidships	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
24	24	24	24	24	24	24	24	24	24	24	24
6	35	35	6	35	35	6	35	35	6	35	35

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.	Spacing of Rivets on each side of Transverses and Bulkheads.	Rivets in Brackets to Bulkheads.		
		In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Number.	Diameter.	
Framing of <u>11111111</u>																		
Frames in Bridge 'tween Decks ...																		
Frames from Uppermost Continuous Deck																		
Framing from Awning, Shelter or Upper Deck to Margin Plate.	569" =	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8	7/8	
	" =	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	8 3/4 41	"	"	
	" =	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10	"	
	" =	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	"	"	
	" =	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	"	"	
	" =	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	"	"	
	" =	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	"	"	
	" =	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	"	"	
	" =	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	"	"	
	" =	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	10 3/5 50	"	"	
13-17" =		16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	20	"	
18" =		6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	6 1/2 44	34	"	
19-23" =		16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	16 1/2 44	20	"	
" 11																		
" 12																		
" 13																		
" 14																		
" 15																		
" 16																		
Spacing of Longitudinal Frames		Amidships			At Ends			Amidships			At Ends							
		30"			30"			30"			30"							
Double Bottoms		Tank Top Longitudinals			Bottom			Amidships			At Ends							
		7 3/4 43			7 3/4 43			7 3/4 43			7 3/4 43							
		7 3/4 43			7 3/4 43			7 3/4 43			7 3/4 43							
		30"			30"			30"			30"							
		30"			30"			30"			30"							
Transverses.																		
In Bridge Shelter 'tween Decks		Depth and Thickness			16 x 40			16 x 40			16 x 40			16 x 40				
		Face Angles			5 3/2 50			5 3/2 50			5 3/2 50			5 3/2 50				
		Lugs to Shell			3 1/2 3 1/2 43			3 1/2 3 1/2 43			3 1/2 3 1/2 43			3 1/2 3 1/2 43			7/8 4	
In Awning, Shelter or Upper 'tween Decks		Depth and Thickness			18 x 40			18 x 40			18 x 40			18 x 40				
		Face Angles			5 3/2 50			5 3/2 50			5 3/2 50			5 3/2 50				
		Lugs to Shell			3 1/2 3 1/2 43			3 1/2 3 1/2 43			3 1/2 3 1/2 43			3 1/2 3 1/2 43			7/8 4	
In Hold.		Depth and Thickness			30 x 42			30 x 42			30 x 42			30 x 42				
		Face Angles			6 3/2 68			6 3/2 68			6 3/2 68			6 3/2 68				
		Lugs to Shell			6 6 43			6 6 43			6 6 43			6 6 43			7/8 4	
		Brackets			30 x 42			30 x 42			30 x 42			30 x 42				
Spacing of Transverse Frames		111"			111"			111"			111"			111"				
		State if jogged or liners.																
Longitudinal Beams of L, L or C		Bridge Deck			6 3/5 35			6 3/5 35			6 3/5 35			6 3/5 35			30"	
		Awg. or Shltr. Dk.			7 3/5 35			7 3/5 35			7 3/5 35			7 3/5 35			28"	
		Upper			8 3/4 41			8 3/4 41			8 3/4 41			8 3/4 41			29"	
		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.

PAR 5c.317.—T.

(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

002206-002214-0133 3/4
(COMPLETE SHELTER IN)

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) 2 IRON (STL) AND SHELTER IN (STL)

Official No. 217246; Signal Letters LNVD

State if Machinery is fitted aft YES

How are the surfaces preserved from oxidation? Inside Paint (enamel) 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, <u>IN WAY FUEL TANK</u>	<u>17</u>	<u>95</u>	Fore peak tank,	<u>25</u>	<u>173</u>
Double bottom, under Engines and Boilers,	<u>68.75</u>	<u>187</u>	After peak tank,	<u>26</u>	<u>100</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>50</u>	<u>170</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>452</u>	(If necessary, furnish further information by sketch.)		
			TOTAL		<u>273</u>

* 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. 40

Date 20/4.16

No. 709 in builder's yard.

DATES of Surveys held while building

Nov. 12. 17. 24. 30. II. 5. 8. 28. 1917. J. 4. 15. 22. 23. 25. F. 5. 11. 16. 18. 20. 22. 23. 27
M. 1. 4. 5. 7. 8. 18. 25. 27. 29. A. 3. 16. 17. 18. 19. 23. 24. 30. M. 3. 6. 13. 15. 17. 20. 23. 24. 28
31. J. 3. 5. 7. 10. 11. 17. 19. 21. 26. 27. 2. 6. 10. 29. 30. A. 1. 7. 12. 13. 21. 27. 30. 5. 4. 9. 17. 18. 21. 26
30. 0. 1. 3. 5. 8. 9. 10. 11. 14. 16. 19. 22. 26. 30. N. 1. 5. 7. 8. 12. 13. 14. 15. 16. 18. 19. 21. 25. 27
29. 30. II. 2. 3. 5. 6. 7. 1918
 Total No. of Visits 110

Surveyor's Signature

Wm. H. [Signature]

Lloyd's Register Foundation