REC'D NEW YORK Nov. 30 1918.

With or Without Disconnected Erections.

STEEL STEAMER.

MON 23 DEC 1918

Received at London Office .....

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

Date of completion of report 27th November 1918 Port of Philadelphia Pa. No. 3035

Survey held at Wilmington Del. Date, First Survey 28th May 1917 Last Survey 15th November 1918

On the (State if Single, Twin, or Triple Screw) STEEL SINGLE SCREW STEAMER "LYNCHBURG" Rig One mast (no sails)

TONNAGE under Tonnage Deck	2097·43
Do. between Tonnage Dk. and 3rd and 4th Dk.	✓
Total under Upper Dk.	2097·43
Do. of Poop	96·19
Do. of R.Q.Dk.	✓
Do. of Bridge House	182·35
Do. of Forecastle	46·92
Do. of Houses on Dk.	105·28
Do. of excess of Hatchways	56·96
Do. above Crown of Engine Room	✓
Gross Tonnage	2585·13
Less Crew Space	232·19
Less above Crown of Engine Room	✓
TONNAGE FOR FEES	2585·13
Less Engine Room	827·24
Less Navigation Spaces	22·20
STORES, ETC.	34·22
Register Tonnage on Beam	1469·28

CLASS ✠ 100 A1

	FEET.
Breadth (greatest moulded)	44·00
Depth, at middle of length from top of keel to top of upper deck beams at side	22·25
Transverse Number	66·25
Length on deck from fore part of stem to after part of stern post	300·00
Longitudinal Number	19875
Depth "d," at middle of length (See Secs. 2 & 13)	18·96
Proportions—Depths to Length—Upper Deck Beam at side to top of keel	13·48
" " Long Bridge Deck Beam at side to top of keel	9·93

Master R. J. Johnstone

Year of appointment (1) As Master in service of owner of present vessel:—1918 (2) As Master of this vessel 1918

Built at Wilmington Del.

When built November 1918 Launched 31st August 1918.

By whom built The Pusey & Jones Company.

Owners United States Shipping Board

Managers Earnline Steamship Co. (Where necessary to be entered in Reg. Book.) Bullitt Building

Residence Philadelphia, Pa.

Port belonging to Wilmington Del

Destined Voyage Not stated. If Surveyed while Building & Afloat, ~~or in Dry Dock~~ Yes

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
GTH on Deck per Rule	300	0	**BREADTH**—Moulded	44	0	**DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams	19	11	No. of Decks with flat laid: one
						Do. do. do. do. Second Dk. Beams	✓	✓	No. of Tiers of Beams: one

Moulded depth, ft. 30 ins. 2½ To Bridge Dk. Round of Upper Dk. Beam, Actual 11 ins.

...sions of Ship per Register, Length 298·9 breadth 44·0 depth 19·7. Moulded depth, ft. 22 ins. 3 To Upper Dk.

FRAMING.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as	Inches per Rule Approved.	Inches per Rule Approved.
ME, ~~Angles, or~~ [~~or~~ L Bars amidships 24·5	8	3·33	·33	8	3·33	·33
in peaks ANGLES	5	3 ✓	·38	5	3	·38
in way of Double Bottoms at Solid Floors	3½	3½ ✓	·38	3½	3½	·38
" " [at intermdt. Bkts.	7	3½ ✓	·40	7	3½	·40
ng of Frames from centre to centre amidships	24	-	-	24	-	-
" " " from ⅜ length to Collision bulkhead	24	✓ -	-	24	-	-
" " " in peaks	24	✓ -	-	24	-	-
ERSED FRAME, Angles IN PEAKS	3	✓ 3	·38	3	3	·38
in way of Double Bottoms at Solid Floors	3½	✓ 3½	·38	3½	3½	·38
" " [at intermdt. Bkts.	7	✓ 3½	·40	7	3½	·40
MING, depth of girder	8	-	-	8	-	-
ORS, depth and thickness of Floor Plate at mid-line for ⅜ length amidships	-	-	-	-	-	-
in way of Engine and Boiler Spaces	-	-	-	-	-	-
thickness at the ends of vessel	-	-	-	-	-	-
depth at ¾ the half breadth, as per Rule	-	-	-	-	-	-
height extended at the Bilges	-	-	-	-	-	-
ORS in **Cell. Double Bottoms**	·34	✓ -	8·44	·34	-	8·44
state if flanged (top & bottom)	NO	-	-	-	-	-
Spacing of Solid floors	72	✓ -	-	72	-	-
TRE GIRDER, in Dbl. bottom, dpth. & thicknss.	39	✓	·46	39	-	·46
" " Angles, Top	3½	✓ 3½	·44	3½	3½	·44
" " " Bottom	4	✓ 4	·58	4	4	·58
" " " to Floors	3½	✓ 3½	·38	3½	3½	·38
Brackets at intermdt. frmg., wdth & thknss	27	-	·34	27	-	·34
E GIRDERS, number on each side & thickness	TWO	-	·34	TWO	-	·34
" state if flanged (top and bottom)	NO	-	-	-	-	-
" Angles (top and bottom)	3½	✓ 3½	·38	3½	3½	·38
" " to Floors	3	✓ 3	·38	3	3	·38
GIN PLATE, depth (exclusive of flange) and thickness	37½	-	·40	37½	-	·40
" Angle to Outside Plating	3½	✓ 3½	·44	3½	3½	·44
" " Floors	3½	✓ 3½	·38	3½	3½	·38
Brackets at intermdt. frmg., wdth & thknss	24	✓ -	·34	24	-	·34
Height of Outside Brackets above at bilge	30	✓ -	-	30	-	-
ER BOTTOM PLATING, breadth and thickness of **Middle Line Strake**	37	✓ -	·44	37	-	·44
" " in Engine and Boiler space	E·42	✓ -	B·52	E·42	-	B·52
" " Remainder in Holds	·36	To	·32	·36	To	·32
BEAMS, Upper Deck, ~~Single Angle, Bulb Angle, Plate, Tee Bulb, or~~ Channel	7	3½ ✓	·40	7	3½	·40
" In way of Long Bridge	7	3½	·40	7	3½	·40
" Spacing	24	-	-	24	-	-
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	-	-	-	-	-	-
" Spacing	-	-	-	-	-	-
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	-	-	-	-	-	-
" Angles on upper edge	-	-	-	-	-	-
" Spacing	-	-	-	-	-	-
BEAMS, Poop Deck, ~~Angle, Bulb Angle, Plate, Tee Bulb, or~~ Channel	7	3½ ✓	·40	7	3½	·40
" Angles on upper edge	-	-	-	-	-	-
" Spacing	48	-	-	48	-	-
BEAMS, Bridge Deck, ~~Angle, Bulb Angle, Plate, Tee Bulb, or~~ Channel	6	3½ ✓	·35	6	3½	·35
" Angles on upper edge	-	-	-	-	-	-
" Spacing	24	-	-	24	-	-
BEAMS, Forecastle Deck, ~~Angle, Bulb Angle, Plate, Tee Bulb, or~~ Channel 2 L. UNDER ½ L.	9	3·55	·45	9	3·55	·45
" ~~Angles on upper edge~~ UNDER ½ L.	8	3·4	·40	8	3·4	·40
	6	3½	·35	6	3½	·35
" Spacing	48	-	-	48	-	-

PILLARS.	Inches. Size in Ship.	Inches. Spacing in Ship.	Inches per Rule. Or as	Inches per Rule. Approved.
PILLARS ~~In 'tween Deck,~~ size and spacing	-	-	-	-
" " **Hold** I " "	10 × 3·72 × ·60		10 × 3·72 × ·60	
" ~~Quarter 'tween Dks.,~~ " "	Spaced as per			
" " ~~in Hold~~ " "	✓ approved		plan	

KEELSONS & STRINGERS.	Inches in Ship.	Inches in Ship	Inches in Ship.	Inches per Rule Or as	Inches per Rule Approved.	Inches per Rule Approved.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal 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						
" Intercostal Plate, for ..... length						
" Attached to outside Plating with Angle						
BILGE KEELSON, Angles						
" Intercostal Plate for ..... length						
" Attached to outside Plating with Angle						
SIDE STRINGERS, Number						
" " Angle						
" Intercostal Plate, for ..... length						
" Attached to outside plating with Angle						
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	51		·58	51		·58
" " " br'dth & thickness (in way of Bridge)	51		·46	51		·46
" " " Angle (clear of Bridge)	5 × 5 ×		·64	5 × 5 ×		·64
" " Tie Plate at sides of Hatchways	-		-	-		-
" Deck.* ~~Iron or~~ Steel, for FULL lng.	No wood			deck		
" " Thickness (clear of Bridge)	·48 To		·34	·48 To		·34
" " " (in way of Bridge)	·40 To		·30	·40 To		·30
" Wood Deck. Material & thickness	-		-	-		-
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	36		·32	36		·32
" Angle on ditto	3 × 3 ×		·38	3 × 3 ×		·38
" ~~Tie Plates~~	Wood sheathing 5 × 2½ YP					
" Deck. Material and thickness	Steel		·30	Steel		·30
Bridge Deck Stringer Plate, br'dth & thickness	43		·48	43		·48
" Angle on ditto	5 × 5 ×		·44	5 × 5 ×		·44
" Tie Plates	-		-	-		-
" Deck. Material and thickness NO WOOD	Steel		·30	Steel		·30
Forecastle Deck Stringer Plate, b'dth & th'kns	36		·32	36		·32
" Angle on ditto	3 × 3 ×		·38	3 × 3 ×		·38
" Tie Plates	-		-	-		-
" Deck. Material and thickness NO WOOD	Steel		·30	Steel		·30

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

Form No. 1A.—2m.6.18. T.

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WEB FRAMES.

	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing	Two	-	Two	-
,, ,, ,, brdth. & thickness	24	·44	24	·44
,, No. of Side Stringers ,, ,,	Three	3½×·40	Three	2½×·40
WEB-FRAMES, In E. & B. Space, No. & spacing	One	-	One	-
,, ,, brdth. & thickness	19	·40	19	·40
WEB-FRAMES, In After Body, No. and spacing	-	-	-	-
,, ,, ,, brdth. & thickness	-	-	-	-
,, No. of Side Stringers ,, ,,	-	-	-	-
,, Size of Face Angles to **Web-Frames**	F.B. 6×3½×·56 / E.&B. 6×3½×·63		6×3½×·56 / 6×3½×·63	
BRACKET PLATES to Stringers between Web Frames, depth and thickness	15	·40	15	·40

FORGINGS or CASTINGS.

	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness	Flat plate keel	
STEM, moulding and thickness	9×2½	9×2½
STERN-POST for Rudder do. do. CASTING	8×6	8×6
,, for Propeller	9×6	9×6
RUDDER-AXLE* Table 22. Speed 10 KNOTS	3¾·86	
,, **Main-Piece,** diameter at head	8½	8½
,, ,, ,, at heel	6½	6½

BULKHEADS.

	Number. Vessel.	Number. Per Rule.	Thickness. Inches.	Stiffeners. Horizontal. Size. Inches.	Horizontal. Spacing. Inches.	Vertical. Size. Inches.	Vertical. Spacing. Inches.	Single or ~~Double~~ Frames.	Height up, state deck.
W.T. BULKHEADS	Five	W.T. Bulkheads including Peak Bkds.							
E&B BULKHEADS	2	2	·42-·32	-	-	8×3¾×·40 CHANNEL	20	3½×3½×·50	UD
FORE HOLD BHD.	1	1	·44-·34	-	-	8×3¾×·40 CHANNEL	30	3½×3½×·50	UD
AFTER PEAK	1	1	·38-·34	-	-	7×3½×·40 CHANNEL 6×3½×·35	24	5×5×·44	UD
,, **COLLISION** ,,	1	1	·40-·36	3 PANTING BEAMS		10×3·60 CHANNEL	50	5×5×·44	UD
,, **PARTITION** ,,	-	-	-	-	-	-	-	-	-
,, **LONGITUDINAL** ,,	-	-	-	-	-	-	-	-	-

Are the outside Plates doubled two spaces of Frames in length? W.T. Liners

Are the ~~Sluice Valves and~~ Watertight Doors in efficient working order? Yes

RUDDER, how constructed Forged steel frame & single plate

,, Thickness of ~~Plates or~~ Single Plate 1·04"

Can the Rudder be unshipped afloat? Yes

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.? Mild Steel Open Hearth Process Phoenix Iron Co. Central Iron & Steel Co. Clan Wood Iron & Steel Co. Glasgow Iron Co.

Has the Steel been tested as required by the Rules? Yes

PLATING.

STRAKES.		As in Ship. Amidship. Breadth. Inches.	Amidship. Thickness. Inches.	Forward. Thickness. Inches.	Aft. Thickness. Inches.	Per Rule or As Approved. Amidship. Breadth. Inches.	Amidship. Thickness. Inches.
FLAT PLATE KEEL (If Bar Keel, state Depth)		44	·84	·78	·78	44	·84
GARBOARD OR A Strake		-	·54	·54	·44	-	·54
State actual thickness in way of Double Bottom.	B ,,	-	·54	·54	·44	-	·54
	C ,,	-	·54	·54	·46	-	·54
	D ,,	-	·54	·48	·46	-	·54
	E ,,	-	·54	·42	·46	-	·54
	F ,,	-	·58	·42	·46	-	·58
	G ,,	-	·58	·42	·46	-	·58
	H ,,	-	·58	·42	·44	-	·58
	J ,,	-	·58	·42	·48	-	·54
UPPER SHEER	K ,,	44	·54	·42	·52	44	·54
LONG BRIDGE SHEERSTRAKE	L ,,	-	·54	-	-	-	·54
	M ,,	60	·54	-	-	-	·54
	N ,,						
	O ,,						
	P ,,						
	Q ,,						
	R ,,						
	S ,,						
	T ,,						
	U ,,						
	V ,,						
	W ,,						
THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE		44	·82	·42	·52	44	·82
DO. OF STRAKE BELOW		-	·64	·42	·48	-	·64
DBLG. of Flat Plate Keel		-	-	-	-	-	-
,, Sheerstrakes Length and thickness		Doubling plates at ends of Bridge 24'0" × ·64"					
POOP SIDES		-	-	-	·34	-	·34
SHORT BRIDGE SIDES		-	-	-	-	-	-
FORECASTLE SIDES		-	-	·36	-	-	·36

Write "Bridge Sheer Strake" and "Upper Deck Sheer Strake" opposite the corresponding letter.

RIVETING.

STRAKES.	Edges. Ordinary or Joggled?	Sid. Floor Double.	Breadth of Lap. Inches.	Rivets. Diam. Inches.	Rivets. Spacing cr. tog'r. Inches.	Butts. Double or Treble and for what Length.	Rivets. Diam. Inches.	Rivets. Spacing cr. to cr. Inches.	Straps. Breadth. Inches.	Straps. Thickness. Inches.	If Lapped. Breadth. Inches.	If Lapped. For what Length. Feet.
FLAT PLATE KEEL	Ordinary	Double	6	1	44	4R ⅝ L	1	3½	27	1·06	-	-
GARBOARD OR A Strake		"	5¼	⅞	3½	3R FULL	⅞	3⅜	-	-	9	FULL
B		"	"	"	"	"	"	"	-	-	"	"
C		"	"	"	"	"	"	"	-	-	"	"
D		"	"	"	"	"	"	"	-	-	"	"
E		"	"	"	"	"	"	"	-	-	"	"
F		"	"	"	"	"	"	"	-	-	"	"
G		"	"	"	"	"	"	"	-	-	"	"
H		"	"	"	"	"	"	"	-	-	"	"
J		"	"	"	"	4R ½ L	"	3½	-	-	12	"
UPPER SHEER K		"	"	"	"	4R ¾ L	"	"	-	-	"	"
LONG BRIDGE SHEERSTRAKE L		"	"	"	"	3R FULL	"	3⅛	-	-	9	"
M		"	"	"	"	3R FULL	"	"	-	-	"	"
THICKNESS OF SHEERSTRAKE CLEAR OF LONG BRIDGE		-	-	-	-	4R ¾ L	1	4	-	-	14	FULL
DO. OF STRAKE BELOW		Double	6	1	4	4R ½ L	⅞	3½	-	-	12	"
DBLG. of Flat Plate Keel		-	-	-	-	-	-	-	-	-	-	-
,, Sheerstrakes Length and thickness		Doubling plates at ends of Bridge 24'0" × ·64"										
POOP SIDES		Single	3	⅞	3½	Double	⅝	2¼	-	-	4¼	FULL
SHORT BRIDGE SIDES		-	-	-	-	-	-	-	-	-	-	-
FORECASTLE SIDES		Single	2½	¾	3	Double	¾	2⅝	-	-	5	FULL

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Stringer Plate — **Butts,** Treble riveted for Half length amidship. ~~**Straps,** single, double or~~ overlapped for full length ~~amidship.~~

Second Deck Stringer Plate — **Butts,** ✓ riveted for ✓ length amidship. **Straps,** single or overlapped for ✓ length amidship.

Butts of Side Stringers ✓ riveted.

,, **Tie Plates** ✓ riveted.

Inner Bottom Plating, riveting of **Edges** Single **Butts** Double

Centre Girder Butts, Treble riveted. **Keelson Butts,** ✓ riveted.

Frames, riveted through Plates with ⅞ in. Rivets, about 6¼ apart.

Rivets, state whether Iron or Steel Steel.

FRAMES extend in one length from Centre Girder to Margin & from Margin to Upper DK State if ordinary or joggled Ordinary

REVERSED FRAMES on floors ~~and frames~~ extend from Centre Girder to Margin Channel Frames

State if ordinary or joggled Ordinary

MASTS, SPARS, &c.

		Material.	Total Length.	Diameter and Thickness. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles. Number.	Angles. Size.	Riveting. Seams.	Riveting. Butts.
LOWER MASTS	Fore	-	-	-	-	-	-	-	-	-	-	-
	Main	Steel	31'0"	-	18"×⅜	-	16×⅜	Fibre	-	-	-	12" overlap
	Mizen	-	-	-	-	-	-	-	-	-	-	-
Bowsprit		-	-	-	-	-	-	-	-	-	-	-

Topmasts, ~~Yards~~ and Remainder of **Spars** Spruce.

Rigging, Material and Size, **Shrouds** 3¼" Galvanized Steel wire **Stays** ✓

Sails. ✓ Suit of ✓ Sails, and the following spare sails ✓

Form No. 1A.

EQUIPMENT No. 20922 ✓ LETTER t. ANCHORS. TONNAGE U. DK. OR PLATING No. FOR TRAWLERS

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Required by Table 31. Cwts.	qrs.	lbs.	Description of Anchor	Makers.	Where and when tested and Superintendent.
4973	1st Bower	43	0	24	Stockless			38	1	1	0	42	0	0	Balat.	Baldt Anchor	C. Chester 28/8/17. J. Adamson
7064	2nd ,,	42	2	15	"			37	11	3	14	41	3	5	"	" "	" " 25/7/18 R. Skillen
7066	3rd ,,	35	1	2	"			32	11	1	0	35	2	23	"	" "	" " 25/7/18 "
	4th ,,																
	Collective weight.	121	0	13	✓							119	2	0			
7070	Stream	11	3	4	3	2	8	13	12	2	0	11	0	0	Common	Balat Anchor Co.	Chester 25/7/18 R. Skillen
	Kedge																

If Patent state Name of Patentee. If Stockless, state Makers' name.

Particulars of **Drop Test** of Cast Steel Anchors, viz.:—Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower Head 32-2-10 Shank 10-2-14 FA 4973 28/8/17 Drop test. 12815 feet
2nd ,, " 31-2-22 " 10-3-21 RS 7064 25/7/18 " " 12816 "
3rd ,, " 24-1-14 " 10-3-16 RS 7066 25/7/18 " " 12815 "
4th ,,

CHAIN CABLES.

Number of Certificate.	Length and size supplied. Length. Fathoms.	Diam. Ins.	Test per Certificate. Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable. Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length and Size per Table 31. Length. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
611	210	1⅛	63¼	88½	222-1-4	3/2-0-10	240	1⅛	STUD LINK	COLUMBUS McKINNON CHAIN CO.	COLUMBUS. 26/3/18 J.A.R.
Iron Stream Chain or Steel Wire	75	Cir. 4¼	35				75	Cir. 4¼	6×12 ·024 G.S.W.	J.A. ROEBLING SONS CO.	TRENTON 27/6/18 J. BLACK.

HAWSERS AND WARPS.

Material	Length and size supplied. Length. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire Towline. Tons.	Length and Size per Table 31. Length. Fathoms.	Cir. Ins.
TOWLINE	100	4¼	35	100	4½
HAWSERS & WARPS	-	-	Manilla	2-90	7"
,, ,,	-	-	,,	2-90	6"
,, ,,	2-90	2½"	Steel wire		
,, ,,	2-90	2¼"	,, ,,		

Boats Four Lifeboats & one working boat **Steering Gear, Steam** American Eng. Co. **Steering Gear, Hand** Screw Gear ✓

Pumps, Number As per approved Pumping Plan Diameter of Barrel ✓ State whether they are in efficient working order ✓

Windlass is Steam, by American Engineering Co. **Capstan** ✓

Engine Room Skylights.—How constructed? Steel plates and angles What arrangements for deadlights in bad weather? Steel flaps & bulls eyes

Coal Bunker Openings.—How constructed? Steel plates & angles How are lids secured? cleats & battens Height above deck? 18"

Number of **Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** Four scuppers each side. Six Freeing Ports 39"×23" each side

Ceiling in Holds, thickness and material 2½" Yellow pine **Cargo Battens,** thickness and material 6×2 Yellow pine ✓

Cargo Hatchways.—How formed? Steel plates and angles **Hatches,** If strong and efficient? Yes 3" white pine

State size **No. 1 Hatch** (Forward) 30'0"×20'0" **No. 2 Hatch** 30'0"×20'0" **No. 3 Hatch** 30'0"×20'0" **No. 4 Hatch** 30'0"×20'0"

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

No. of Breasthooks Two **No. of Crutches** Deep floors

Bulwarks, height above deck and description 48" steel plates ·36" Main Rail, material and size Steel Channel 7"×3½"×·40

The foregoing is a correct description.

Builder's Signature (here only) N. Bergen Asst. Gen. Manager

Surveyor's Signature J. Rude Green Jr. *Surveyor to Lloyd's Register of Shipping.*

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made in any correspondence connected with the case*) SECY. M. 10/7/16, 2/8/16, 16/11/16, 18/11/16, 22/11/16, 28/12/16, 18/4/17, 2/5/17, 23/10/17, 3/4/18. NEW YORK 17/6/16, 12/7/16, 11/10/16, 28/10/16, 27/10/16, 6/11/16, 5/12/16, 23/7/17, 19/3/17, 5/4/17, 13/4/17, 27/4/17, 17/5/17, 24/9/17, 23/10/17, 21/11/18, 16/3/18

Workmanship. Are the butts of plating planed or otherwise fitted? Planed where practicable

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Yes Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? Yes Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? Yes Do any rivets break into or through the seams or butts of the plating? a few

Are the butts of Plating, Stringers, &c., properly shifted and strapped ~~OR OVERLAPPED~~? Yes

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory.

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes State results of tests Satisfactory.

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules the approved plans, and the Secretary's letters of the above mentioned dates. The workmanship throughout is good. The vessel is fitted with wireless Telegraphy. Prints of Midship Section, and General Arrangement showing vessel as built, four casting and Forging reports, and copy of Interim Certificate are forwarded herewith. The length of Cable is reduced, the Kedge Anchor and Hand Pumps are omitted in accordance with the war Emergency measure. This vessel is a sister ship to the same Builder's S.S. "RIQUA" (Report 3845)

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.

FREEBOARD FEE	$ 50.00	Fees applied for, 27th Nov 1918
The amount of Entry Fee	$ 25.00	
Special Survey Fee	$ 448.00	Received by me, 27/11/1918
LOCAL Travelling Expenses, if any	$ 32.40	
NEW YORK ,,	$ 19.00	

Certificate to be sent to Philadelphia Date of issue 8.1.19

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.

J. Rude Green Jr. *Surveyor to Lloyd's Register of Shipping.*

Committee's Minute New York DEC - 3 1918

Character assigned +100A1 + Lmc 11.18

note: Arc
Spl. lit t
Elec. lt
F.D.

The Surveyor's Initials should be placed on or below the Committee's Minute.

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GENERAL REMARKS—(*continued*).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 29·0 ft., R.Q.D. ✓ ft., Bridge 75·0 ft., Forecastle 29·33 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated The Poop is not joined to the Bridge

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*) 1 DK (STL)

Official No. 217200 ; Signal Letters LNRM CALL LETTERS WFUO . State if Machinery is fitted aft No (machinery amidships)

How are the surfaces preserved from oxidation? Inside Paint and Cement. Outside Paint.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	94·0	245
Double bottom, under Engines and Boilers,	✓	✓
Double bottom, if under Engines only,	20·0	65
Double bottom, if under Boilers only,	18·0	58
Double bottom, forward,	122·0	334
	Total capacity of double bottom	702

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Fore peak tank,	–	106
After peak tank,	–	137
Deep tank, aft,	–	–
Deep tank, forward,	–	–
Other tanks, if fitted,	–	–
(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. 117

Date 8th March 1917

No. 1004 in builder's yard. (Originally No 1338)

DATES of Surveys held while building: 1917 MAY 28, 31 JUNE 11, 27 JULY 5, 17, 23 AUG. 1, 8, 13, 20, 27 SEPT. 6, 11, 17, 21, 26 OCT. 1, 5, 16 NOV. 16, 26 DEC. 7 1918 JAN. 10, 16, 24 FEB. 1, 21 MAR. 8, 19 APR 1, 5, 15 MAY 1, 24 JUNE 13, 14, 17 JULY 5, 8, 9, 10, 11, 15, 16, 23, 25, 26, 29 AUG. 1, 5, 7, 8, 12, 15, 20, 24, 26, 29 SEPT. 3, 6, 9, 11, 12, 13, 16, 19, 20, 23, 24, 25, 26, 30 OCT. 1, 4, 14, 15, 16, 17, 22, 23, 24, 25, 29, 30, 31 NOV. 4, 6, 7, 12, 13, 15

Total No. of Visits 94

Surveyor's Signature J. Lindesgren

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