

No. 2047

State if Report is also sent on the Machinery of the Vessel *yes*

SAT. SEP. 27. 1913

TONNAGE under } ~~4~~ 358.71

CLASS * 100 R. 1.

FEET.

Master William T. Crossley

Year of Appointment } (1) As Master in service of
owner of present vessel:—1900
(2) As Master of this

Built at Philadelphia Pa

When built 1913 Launched 5th June 1913

By whom built *H^m Crampson Ships Eng^l 8th May*

Owners Atlantic & Pacific Steamship Co

Managers *W. R. Grace & Co*

(Where necessary to be entered in Reg. Book.)

Residence *Hanover Square New York, N.Y.*

Port belonging to *New York*

If Surveyed while Building ~~or in Dry Dock~~ ~~Afloat~~ *Yes*

NGTH on as per Rule	Ft.	Ins.	BREADTH — Moulded ..	Ft.	Ins.	DEPTH, ACTUAL — Top of Floors to top of Shelter Dk. Beams Do. do. Upper Deck Beams	Ft.	Ins.	No. of Decks with flat laid No. of Tiers of Beams
404		6	53		9		33		3

ensions of Ship per Register.

Length 404.6 breadth 53.95 depth. 34.28 Upper Deck.

Moulded depth, ft. 36 ins. 9 1/2 To ~~Awning~~ Shelter Dk. Round up of Uppermost 13 1/2 ins.

[illegible]

* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon

BULKHEADS.	Number.		Thickness.	STIFFENERS.				Single or Double Frames.	Height up.	
	In Vessel.	Per Rule.		Horizontal.		Vertical.				
				Size.	Spacing.	Size.	Spacing.			
			Inches.	Inches.	Inches.	Inches.	Inches.			
W. T. BULKHEADS	7	7	as per approved plans						SINGLE	U.D. ^x
COLLISION "	1	1	✓ 40 T 26 17 13 1/6 4'-0" 11 1/2 x 3 1/2 24						SINGLE	U.D. ^x
COLLISION "										
COLLISION "			Old Fuel Tank BK ^{ts} as per approved plans							

Are the outside Plates doubled two spaces of Frames in length? *Bracket*

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

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

M. 27/9/12. 23/9/12.

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

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*

Do any rivets break into or through the seams or butts of plating? *a few*

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*

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 Secretary's letter above mentioned, and plans approved, also in accordance with the Society's Rules.

The workmanship and material are satisfactory, all the double bottom, Fore & After Peak. Oil Fuel tanks have been tested with water and found satisfactory

*(Midship Section and Profile Plans enclosed)
please return above plans to this Office*

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., F'castle ☒ ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

(Two decks steel, Shelter deck steel. Longitudinal Framing)

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)

Official No. *211480*; Signal Letters *L D C A*

State if Machinery is fitted aft *No*

How are the surfaces preserved from oxidation? Inside *Between Deck & Paint* Outside *Paint*

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

Where fitted.	*Length. Feet.	Water Capacity. Tons	Where fitted.	*Length. Feet.	Water Capacity. Tons
Double bottom, aft,	130.5	4.51	Fore peak tank,		
Double bottom, under Engines and Boilers,	49.0	2.28	After peak tank,		78
Double bottom, if under Engines only,	✓	✓	Deep tank aft,		20
Double bottom, if under Boilers only,	✓	✓	Deep tank forward, <i>Midship</i>		106.5
Double bottom, forward,	166.0	58.5	Other tanks, if fitted,		
	Total capacity of double bottom	12.4			

* 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. *211*

Date *3/9/12*

No. *480* in builder's yard

DATES of Surveys held while building

*1912 1912 1913
MAY 25. DEC 18. JAN 4. 10. 13. 20. 30. FEB 3. 13. 19. 20. 24. MAR 10. 27. APR 7. 9. 11. 14. 18. 22. 24. 29. MAY 1. 5. 12. 15. 20. 23.
JUNE 3. 6. 7. 10. 12. 14. 18. 20. 24. 27. 30. JULY 1. 1. 3. 15. 17. 18. 21. 24. AUG 1. 4. 5. 12. 14. 19.*

Total No. of Visits *54*

The amount of Entry Fee *£ 350.00*

Special *£ 713.42*

Travelling Expenses, if any *£ 5.50*

£ 80.42

Fees applied for,

5 Sept 1913

Received by me,

5/11/1913

Certificate to be sent to *Philadelphia Pa.*

30/9/13

State whether the Vessel has been built under Special Survey *yes*

I am of opinion this Vessel should be Classed *Longitudinal Framing*

With, or without Freeboard, as condition of Class

David Willar

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUE SEP 30 1913

*10001
Shell & dk w/c fld*

Write spec

arb P

*+ LK 6. 8. 13
FD.*

*Fitted for oil fuel 8.13
FD. above 150° F.*



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Lloyd's Register Foundation

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.		
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Diam.	Speng.	Inches.	Number.	Diameter.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Inches.	Number.	Diameter.	
Framing of Lower <i>Channels</i>																				
Frames in Bridge 'tween Decks ...																				
Frames from Uppermost Continuous Deck																				
Framing from <i>Awning, Shelter or Upper Deck</i> to Margin Plate.		No. 1	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	7/8	5 1/4	7/8 Rivets 6 Diam	5	7/8	
		" 2	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	"	"	7/8 " " 6 " "	5	7/8	
		" 3	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	"	"	4 3/8 for 10 Rivets 6-5	5	7/8	
		" 4	7	3-35	35	7	3-35	35	7	3-35	35	7	3-35	35	"	"	4 3/8 " " 6-5	5	7/8	
		" 5	10	3 3/8	37 1/2	10	3 3/8	37 1/2	10	3 3/8	37 1/2	10	3 3/8	37 1/2	"	"	4 3/8 " " 6-5	5	7/8	
		" 6	10	3 3/8	37 1/2	10	3 3/8	37 1/2	10	3 3/8	37 1/2	10	3 3/8	37 1/2	"	"	4 3/8 " " 6-5	6	7/8	
		" 7	10	3 3/8	37 1/2	10	3 3/8	37 1/2	10	3 3/8	37 1/2	10	3 3/8	37 1/2	"	"	4 3/8 " " 6-5	6	7/8	
		" 8	10	3 3/8	37 1/2	10	3 3/8	37 1/2	10	3 3/8	37 1/2	10	3 3/8	37 1/2	"	"	4 3/8 " " 6-5	6	7/8	
		" 9	10	3 1/2	50	10	3 1/2	50	10	3 1/2	50	10	3 1/2	50	"	"	3 1/2 " " 5 " "	8	7/8	
		" 10	10	3 1/2	50	10	3 1/2	50	10	3 1/2	50	10	3 1/2	50	"	"	3 1/2 " " 5 " "	8	7/8	
		" 11				10	3 1/2	50				10	3 1/2	50	"	"	3 1/2 " " 5 " "	8	7/8	
		" 12				10	3 1/2	50				10	3 1/2	50	"	"	3 1/2 " " 5 " "	8	7/8	
		" 13													"	"	3 1/2 " " 5 " "	8	7/8	
		" 14													"	"	3 1/2 " " 5 " "	8	7/8	
Spacing of Longitudinal Frames		Amidships 30			At Ends 24			30			24			30						
Double Bottoms		Tank Top Longitudinals			Bottom			Amidships			At Ends...									
		4	3-35	35	7	3-35	35	7	3-35	35	7	3-35	35	7/8	4 3/8	In Engine Boiler spaces 7 x 3 3/16 x 4 3/8.				
		7	3 3/16	438	7	3 3/16	438	7	3 3/16	438	7	3 3/16	438	7/8	4 3/8	0° 7 x 3.55 x .55				
Spacing of Longitudinals		30			24			30			24			30						
Transverses.														Rivets in Lugs to Shell Diam. Speng.						
In Bridge 'tween Decks		Depth and Thickness																		
		Face Angles																		
		Lugs to Shell																		
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness			15	40	15	40	15	40	15	40	15	40						
		Face Angles			5	3 1/2	50	5	3 1/2	50	5	3 1/2	50	5	3 1/2	EQUABLE				
		Lugs to Shell			3 1/2	3 1/2	38	3 1/2	3 1/2	38	3 1/2	3 1/2	38	3 1/2	3 1/2	LINERS				
In Hold.		Depth and Thickness			22	48	22	48	22	48	22	48	22	48						
		Face Angles			10	3 1/2	625	10	3 1/2	625	10	3 1/2	625	10	3 1/2	BULBS				
		Lugs to Shell			5	5	48	5	5	48	5	5	48	5	5	LINERS				
		BULBS			10	3 1/2	625	10	3 1/2	625	10	3 1/2	625	10	3 1/2	625				
Spacing of Transverse Frames		Per approved plan in Engine & Boiler spaces. Deep tank and Cuds																		
		* State if joggled or liners.																		
Longitudinal Beams of		Bridge Deck ...			6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	6	3 1/2	35	39	Spacing.		
		Upper Shltnr. Dk.			7	3-35	35	7	3-35	35	7	3-35	35	7	3-35	35	36	In Ships.		
		Upper			7	3-35	35	7	3-35	35	7	3-35	35	7	3-35	35	36	Plate. Angles.		
		Second			7	3-35	35	7	3-35	35	7	3-35	35	7	3-35	35	36	As approved.		
		Third			7	3-35	35	7	3-35	35	7	3-35	35	7	3-35	35	36	Plate. Angles.		
		Transverse																		
		Beams.																		
		12 x 38 3 x 3 x 38 12 x 38 3 x 3 x 38																		
		13 1/2 x 38 3 x 3 x 38 13 1/2 x 38 3 x 3 x 38																		
		14 x 40 3 x 3 x 40 14 x 40 3 x 3 x 40																		
		14 x 40 3 x 3 x 40 14 x 40 3 x 3 x 40																		

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.

150,10,11.—T.