

With or Without
Disconnected Erections.

STEEL STEAMER.

REC'D NEW YORK April 2, 1918

Received at London Office TUE 21 MAY 1918

Date of completion of report 20th April 1918

Port of PHILADELPHIA

Survey held at Camden N.J.

Date, First Survey 3rd July 1917

Last Survey 2nd April 1918

On the (State if Single, Twin, or Triple Screw) Single screw steamer SEWALLS POINT (Yard N-184) Rig Schooner

TONNAGE under 4795.34

Tonnage Deck 136.10

Do. between Tonnage Dk. and 3rd and 4th Dk. 195.26

Total under Upper Dk. 68.77

Do. of Poop 136.10

Do. of R. & Q. Dk. 195.26

Do. of Bridge House 46.24

Do. of Houses on Dk. 73.91

Do. of excess of Hatchways 15.92

Do. above Crown of Engine Room 5431.54

Gross Tonnage 5431.54

Less Crew Space 540.86

Less above Crown of Engine Room 5431

TONNAGE FOR FEES 1738.09

Less Engine Room 78.94

Less Navigation Spaces 3373

Register Tonnage as cut on Beam 3373

CLASS 100A1

FEET.

Breadth (greatest moulded) 55.0

Depth, at middle of length from top of keel to top of upper deck beams at side 34.41

Transverse Number 89.41

Length on deck from fore part of stem to after part of stern post 377.66

Longitudinal Number 33766

Depth "d," at middle of length (See Secs. 2 & 13) 29.53

Proportions—Depth to Length—Upper Deck Beam at side to top of keel 10.975

" " Long Bridge Deck Beam at side to top of keel

Master R. M. French

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

Built at Camden N.J.

When built 1918 Launched 12 Feb 1918

By whom built New York S.S. Corporation

Owners United States of America represented by the U.S. Shipping Board

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

Residence Washington D.C.

Port belonging to Camden N.J.

Destined Voyage Norfolk Va. If Surveyed while Building/Afloat, or in Dry Dock Yes

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
377	8		55	0		Do. do. do. do. Second Dk. Beams	30	7 1/2	One

Dimensions of Ship per Register, Length	368.6	breadth	55.2	depth	30.5	Moulded depth, ft. 42 ins. 5	To Bridge Dk.	Round of Upper Dk. Beam, Actual	13 3/4 ins.
						Moulded depth, ft. 34 ins. 5	To Upper Dk.		

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	15	40	15	" " Hold			
Do. in way of Double Bottoms at Solid Floors	7 3/2	15	7 3/2	" " Quarter 'tween Dks.,			
" " at intermdt. Bkts.	7 3/2	15	7 3/2	" " in Hold			
Spacing of Frames from centre to centre amidships	27		27				
" " length to Collision bulkhead	27		27				
" " in peaks	27		27				
REVERSED FRAME, Angles, or Bars	3 1/2	9.1	3 1/2				
Do. in way of Double Bottoms at Solid Floors	3 1/2	9.8	3 1/2				
" " at intermdt. Bkts.	7 3/2	16.5	7 3/2				
FRAMING, depth of girder	15 1/2	13	15 1/2				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							
" in way of Engine and Boiler Spaces		20					
" thickness at the ends of vessel	18	3 1/2	23 1/2				
" depth at 1/2 the half breadth, as per Rule	18	3 1/2	23 1/2				
" height extended at the Bilges	Level						
FLOORS in Cell. Double Bottoms	59 1/2	17	59 1/2				
" state if flanged (top & bottom)							
" Spacing of Solid floors	81		81				
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.	59 1/2	19	59 1/2				
" " Angles, Top	3 1/2	11.1	3 1/2				
" " Bottom	4	4 1/2	4				
" " to Floors	3 1/2	9.8	3 1/2				
" Brackets at intermdt. frmg., wdth & thcknss	60	17 1/2	60				
SIDE GIRDERS, number on each side & thickness	Four	17	Four				
" " state if flanged (top and bottom)	Top no - Bottom yes						
" " Angles (top and bottom)	8	3 1/2	8				
" " to Floors	3	3	3				
MARGIN PLATE, depth (exclusive of flange) and thickness	68	22 1/2	68				
" " Angle to Outside Plating	4	4 1/2	4				
" " Floors	Level to ship's side						
" Brackets at intermdt. frmg., wdth & thcknss	66	17 1/2	66				
" Height of Outside Brackets above at bilge	36 1/2	20	36 1/2				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	3	27 1/2	3				
" " in Engine and Boiler space		30 1/2					
" " Remainder in Holds	25		25				
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel	10	3 1/2	10				
" In way of Long Bridge							
" Spacing	54		54				
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	6	15	6				
" Angles on upper edge							
" Spacing	27		27				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	16.5	7				
" Angles on upper edge							
" Spacing	27		27				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	7	16.5	7				
" Angles on upper edge							
" Spacing	27		27				

WEB FRAMES.				FORGINGS or CASTINGS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches per Rule, Or as Approved.	
WEB-FRAMES, In Fore Body, No. and spacing	5	as appd	5	as appd			
" " " " brdth. & thickness	36	19x20	36	19x20			
" " " " No. of Side Stringers	2	as appd	2	as appd			
WEB-FRAMES, In E. & B. Space, No. and spacing	3	as appd	3	as appd			
" " " " brdth. & thickness	36	19x20	36	19x20			
WEB-FRAMES, In After Body, No. and spacing	2	as appd	2	as appd			
" " " " brdth. & thickness	36	19x20	36	19x20			
" " " " No. of Side Stringers	2	as appd	2	as appd			
" " " " Size of Face Angles to Web-Frames	5x3	11.3	5x3	11.3			
BRACKET PLATES to Stringers between Web Frames, depth and thickness	13	17	13	17			
BULKHEADS.	Number.	Thickness.	STIFFENERS.	Single or Double Frames.	Height up state deck.		
W.T. BULKHEADS	7	6	16	None	16		
" COLLISION "	On	10.12	12x10	2x4	16		
PARTITION "	On	10.12	12x10	2x4	16		
LONGITUDINAL "	On	10.12	12x10	2x4	16		
Are the outside Plates doubled two spaces of Frames in length? <i>No</i>							
Are the Staircase and Watertight Doors in efficient working order? <i>Yes</i>							
PLATING.				RIVETING.			
STRAKES.				EDGES.			
AS IN SHIP.				Ordinary or Joggled?			
PER RULE OR AS APPROVED.				Single or Double.			
AMIDSHIP.				Breadth of Lap.			
FORWARD.				Diam.			
AFT.				Spacing or to cr.			
Breadth.				RIVETS.			
Thickness.				Double or Treble and for what Length.			
Flat Plate Keel				Diam.			
Garboard or A Strake				Spacing or to cr.			
B				Breadth.			
C				Thickness.			
D				For what Length.			
E				Feet.			
F							
G							
H							
I							
J							
K							
L							
M							
N							
O							
P							
Q							
R							
S							
T							
U							
V							
W							
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 of Side Stringers			
Stringer Plate				riveted.			
Second Deck				Butts of Tie Plates			
Stringer Plate				riveted.			
Inner Bottom Plating, riveting of Edges				riveted.			
Centre Girder Butts				riveted.			
Frames, riveted through Plates with				riveted.			
Rivets, state whether Iron or Steel				riveted.			
FRAMES extend in one length from <i>Middle Line</i> to <i>Side of Hull</i> State if ordinary or joggled <i>Ordinary</i>							
REVERSED FRAMES on floors and frames extend from <i>Middle Line</i> to <i>Side of Hull</i> State if ordinary or joggled <i>Ordinary</i>							
MASTS, SPARS, &c.							
LOWER MASTS							
Bowsprit							
Topmasts, Yards and Remainder of Spars							
Rigging, Material and Size, Shrouds							
Sails							

EQUIPMENT No. 34771				LETTER Y				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Stock.	Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Stock.	Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Stock.	Number of Certificate.	Length and size supplied.	Test per Certificate.	Weight of Stock.
2656	1st Bower	64 0 22	11000	2657	2nd "	63 0 19	11000	2658	3rd "	51 2 22	11000	2659	4th "	179 0 7	11000
2658	Stream	20 2 9	11000	2659	Stream	20 2 9	11000	2660	Stream	20 2 9	11000	2661	Stream	20 2 9	11000
2662	Kedge	8 3 20	11000	2663	Kedge	8 3 20	11000	2664	Kedge	8 3 20	11000	2665	Kedge	8 3 20	11000
Particulars of Drop Test of Cast Steel Anchors, viz.:-															
1st Bower								2656							
2nd "								2657							
3rd "								2658							
4th "								2659							
CHAIN CABLES.															
HAWERSERS AND WARPS.															
Boats															
Pumps															
Windlass															
Engine Room Skylights															
Coal Bunker Openings															
Number of Scuppers															
Ceiling in Holds															
Cargo Hatchways															
State size No. 1 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 of the vessel															
Builder's Signature															
Correspondence															
Workmanship															
Is the riveted work properly closed?															
Are the liners between the frames and plates solid single pieces?															
Are 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 faying surfaces?															
Are the butts of Plating, Stringers, &c., properly shifted and strapped or overlapped?															
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.)															
The workmanship is good throughout															
Copies of the approved plans of Machinery Section & Propeller are enclosed herewith															
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															
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															
note: no cargo battens															
Eggs to 4"															
A.O.P.															
Elec. Light															
S.D.															

WEB

WEB-FRAMES, In

No. of Side

WEB-FRAMES, In

WEB-FRAMES, In

No. of Side

BRACKET PLATE

Web Frames, de

BULKHEADS.

W.T.BULKHEADS

" COLLISION "
PARTITION "
LONGITUDINAL

Are the outside Pl

Are the Stance Va

STRAKES

FLAT PLATE KEEL

(If Bar Keel, state Riv

GARBOARD OR A

State actual

thickness in

way of Double

Bottom.

B

C

D

E

F

G

H

Shurats

THICKNESS OF

CLEAR OF LO

DO. OF ST

DBLG. of Flat

" Sho

Length and

POOP SIDES

SHORT BRID

FORECASTLE

Upper B

Stringer

Second B

Stringer

FRAMES

REVERSE

LOWER

Bowspr

Topmas

Riggin

Sails.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 26.5 ft., R.Q.D. ☒ ft., Bridge 220 ft., Forecastle 31.0 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 should appear in the Register Book) 1 dx (set)

Official No. : Signal Letters

State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside Portland Cement + Paint 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.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	<u>103.5</u>	<u>526</u>	Fore peak tank,	<u>—</u>	<u>220</u>
Double bottom, under Engines and Boilers,	<u>—</u>	<u>—</u>	After peak tank,	<u>—</u>	<u>201</u>
Double bottom, if under Engines only,	<u>22.5</u>	<u>18.5</u>	Deep tank, aft,	<u>—</u>	<u>—</u>
Double bottom, if under Boilers only,	<u>20.5</u>	<u>162.5</u>	Deep tank, forward,	<u>—</u>	<u>—</u>
Double bottom, forward,	<u>173.0</u>	<u>958</u>	Other tanks, if fitted,	<u>—</u>	<u>—</u>
Total capacity of double bottom	<u>1831.5</u>	<u>—</u>	(If necessary, furnish further information by sketch.)	<u>—</u>	<u>—</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. 77

Date 20th Dec 1915

No. 154 in builder's yard.

DATES OF SURVEYS held while building

1917 July 3 10 23 27 Aug 1 7 10 13 17 31 Sep 4 11 18 20 28 27 Oct 1 3 8 12 18 22 23 24 Nov 2 21 27 30 Dec 3 10 13 14 17 19 21 24 27 — 1918 Jan 3 4 5 7 9 10 11 12 14 15 16 19 21 23 28 28 30 Feb 5 8 12 14 24 28 Mar 4 15 20 26 27 28 April 2

Surveyor's Signature

Octavio Harbich

Total No. of Visits 68

Lloyd's Register Foundation