

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office JUN. 1918

Date of completion of report 15th May 1918. Port of Philadelphia Pa. No. 2845
Survey held at Wilmington Del Date First Survey 17th January 1917 Last Survey 8th May 1918

On the (State of Single, Twin, or Triple Screw) STEEL SINGLE SCREW STEAMER PIQUA Rig One mast (No sails)

TONNAGE under 2097.43 CLASS 100 A1 Master C. H. McLaughlin

Do. between Tonnage Dk. and 3rd and 4th Dk. Breadth (greatest moulded) 44.00

Total under Upper Dk. 2097.43 Depth, at middle of length from top of keel to top of upper deck beams at side 22.25

Do. of Poop 96.19 Transverse Number 66.25

Do. of R.Q.Dk. 182.35 Length on deck from fore part of stem to after part of stern post 300.00

Do. of Bridge House 46.92 Longitudinal Number 19875

of Forecastle 105.28 Depth "d," at middle of length (See Secs. 2 & 13) 18.96

of Houses on Dk. 56.96 Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.48

of excess of Hatchways above Crown of Engine Room 2585.13

Net Tonnage 232.19

Crew Space 827.24

above Crown of Engine Room 22.20

Net Tonnage for Fees 2585.13

Engine Room 34.22

Navigation Spaces 1469.28

TOWERS ETC

Master Tonnage (cut on Beam)

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

Length on Deck as per Rule 300 0 Breadth Moulded 44 0 Depth, Actual—Top of Floors to top of Upper Dk. Beams 19 11

Do. do. do. do. Second Dk. Beams 19 11

Dimensions of Ship per Register, Length 298.9 breadth 44.0 depth 19.7. Moulded depth, ft. 30 ins. 2 1/2 To Bridge Dk. Round of Upper Dk. Beam, Actual 11 ins.

Moulded depth, ft. 22 ins. 3 To Upper Dk.

FRAMING. Inches in Ship Inches in Ship Inches in Ship Inches per Rule Or as Approved

FRAME, Angles, or Bars amidships 8 3 33 33 8 3 33 33

Do. in peaks 15 3 38 5 3 38

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 38 3 1/2 3 1/2 38

" " [at intermdt. Bkts. 7 3 1/2 40 7 3 1/2 40

Spacing of Frames from centre to centre amidships 24 24 24 24

" " length to Collision bulkhead 24 24 24 24

" " in peaks 24 24 24 24

EVERSED FRAME, Angles, or Bars 3 3 38 3 3 38

Do. in way of Double Bottoms at Solid Floors 3 1/2 3 1/2 38 3 1/2 3 1/2 38

" " [at intermdt. Bkts. 7 3 1/2 40 7 3 1/2 40

FRAMING, depth of girder 8 8 8 8

LOOKS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships 8 8 8 8

" in way of Engine and Boiler Spaces 8 8 8 8

" thickness at the ends of vessel 8 8 8 8

" depth at 1/2 the half breadth, as per Rule 8 8 8 8

" height extended at the Bilges 8 8 8 8

LOOKS in Cell. Double Bottoms 34 34 34 34

" state if flanged (top & bottom) No No No No

" Spacing of Solid floors 72 72 72 72

CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. 39 39 39 39

" Angles, Top 3 1/2 3 1/2 44 3 1/2 3 1/2 44

" Bottom 4 4 58 4 4 58

" to Floors 3 1/2 3 1/2 38 3 1/2 3 1/2 38

" Brackets at intermdt. frmng., wdth & thkns 27 27 34 27 27 34

SIDE GIRDERS, number on each side & thickness 250 250 34 250 250 34

" state if flanged (top and bottom) No No No No

" Angles (top and bottom) 3 1/2 3 1/2 38 3 1/2 3 1/2 38

" to Floors 3 3 38 3 3 38

MARGIN PLATE, depth (exclusive of flange) and thickness 37 1/2 37 1/2 40 37 1/2 37 1/2 40

" Angle to Outside Plating 3 1/2 3 1/2 44 3 1/2 3 1/2 44

" Floors 3 1/2 3 1/2 38 3 1/2 3 1/2 38

" Brackets at intermdt. frmng., wdth & thkns 24 24 34 24 24 34

" Height of Outside Brackets above at bilge 30 30 30 30

INNER BOTTOM PLATING, breadth & thickness of Middle Line Strake 37 37 44 37 37 44

" in Engine and Boiler space 42 42 52 42 42 52

" Remainder in Holds 36 36 32 36 36 32

BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel 7 3 1/2 40 7 3 1/2 40

" In way of Long Bridge 7 3 1/2 40 7 3 1/2 40

" Spacing 24 24 24 24

BEAMS, Second Deck, Single Angle, Bulb, Angle, Plate, Tee Bulb, or Channel 7 3 1/2 40 7 3 1/2 40

BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel 7 3 1/2 40 7 3 1/2 40

Angles on upper edge 7 3 1/2 40 7 3 1/2 40

Spacing 48 48 48 48

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 7 3 1/2 40 7 3 1/2 40

Angles on upper edge 7 3 1/2 40 7 3 1/2 40

Spacing 48 48 48 48

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 6 3 1/2 35 6 3 1/2 35

Angles on upper edge 6 3 1/2 35 6 3 1/2 35

Spacing 24 24 24 24

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel 9 3 1/2 45 9 3 1/2 45

Angles on upper edge 8 3 1/2 40 8 3 1/2 40

UNDER 1/2 L 6 3 1/2 35 6 3 1/2 35

Spacing 48 48 48 48

PILLARS. Inches in Ship Inches in Ship Inches in Ship Inches per Rule Or as Approved

PILLARS In 'tween Deck, and spacing 10 x 3 1/2 x 60 10 x 3 1/2 x 60

" Hold 10 x 3 1/2 x 60 10 x 3 1/2 x 60

" Quarter 'tween Dks., 10 x 3 1/2 x 60 10 x 3 1/2 x 60

" in Hold 10 x 3 1/2 x 60 10 x 3 1/2 x 60

KEELSONS & STRINGERS. Inches in Ship Inches in Ship Inches in Ship Inches per Rule Or as Approved

CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate 51 51 51 51

" Rider Plate 51 51 51 51

" Flat Plate Keel Angles 51 51 51 51

" Horizontal Plates on Floors 51 51 51 51

" Angles or Bulb Angles 51 51 51 51

SIDE KEELSONS, Number 51 51 51 51

" Angles or Bulb Angles 51 51 51 51

" Plate above floors, for length 51 51 51 51

" Intercoastal Plate, for length 51 51 51 51

" Attached to outside Plating with Angle 51 51 51 51

BILGE KEELSON, Angles 51 51 51 51

" Intercoastal Plate for length 51 51 51 51

" Attached to outside Plating with Angle 51 51 51 51

SIDE STRINGERS, Number 51 51 51 51

" Angle 51 51 51 51

" Intercoastal Plate, for length 51 51 51 51

" Attached to outside plating with Angle 51 51 51 51

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) 51 51 51 51

" " " br'dth & thickness (in way of Bridge) 51 51 51 51

" " Angle (clear of Bridge) 51 51 51 51

" " Tie Plate at sides of Hatchways 51 51 51 51

" Deck * Steel, for full lng. No wood deck 51 51 51 51

" Thickness (clear of Bridge) 51 51 51 51

" (in way of Bridge) 51 51 51 51

" Wood Deck. Material & thickness 51 51 51 51

Second Deck Stringer Plate, br'dth & thickness 51 51 51 51

" Angles on ditto, No. 51 51 51 51

" Tie Plates outside Hatchways 51 51 51 51

" Deck * Iron or Steel, for lng. 51 51 51 51

" Wood Deck. Material & thickness 51 51 51 51

Third Deck Stringer Plate, br'dth & thickness 51 51 51 51

" Angles on ditto, No. 51 51 51 51

" Tie Plates, outside Hatchways 51 51 51 51

" Deck * Material and thickness 51 51 51 51

Fourth and Fifth Deck Stringer Plate, breadth & thickness 51 51 51 51

" Angles on ditto, No. 51 51 51 51

" Tie Plates outside Hatchways 51 51 51 51

" Deck Material & thickness 51 51 51 51

Poop Deck Stringer Plate, breadth & thickness 51 51 51 51

" Angle on ditto 51 51 51 51

" Tie Plates 51 51 51 51

" Deck. Material and thickness 51 51 51 51

Bridge Deck Stringer Plate, br'dth & thickness 51 51 51 51

Angle on ditto 51 51 51 51

Tie Plates 51 51 51 51

Deck. Material and thickness 51 51 51 51

Forecastle Deck Stringer Plate, br'dth & th'kns 51 51 51 51

Angle on ditto 51 51 51 51

Tie Plates 51 51 51 51

Deck. Material and thickness 51 51 51 51

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

Form No. 1A.

WEB FRAMES.

WEB-FRAMES, In Fore Body, No. and spacing
" " " " breadth & thickness
" " " " No. of Side Stringers

WEB-FRAMES, In E. & B. Space, No. and spacing
" " " " breadth & thickness
" " " " No. of Side Stringers

WEB-FRAMES, In After Body, No. and spacing
" " " " breadth & thickness
" " " " No. of Side Stringers

Size of Face Angles to Web-Frames
BRACKET PLATES to Stringers between
Web Frames, depth and thickness

BULKHEADS.

W.T. BULKHEADS

E & B BULKHEADS

FORE HOLD BULKHEAD

AFTER PEAK

" COLLISION "

PARTITION "

LONGITUDINAL "

Are the outside Plates doubled two spaces of Frames in length?
Are the Stanchions and Watertight Doors in efficient working order?

PLATING.

STRAKES.

FLAT PLATE KEEL

GARBOARD OF A STRAKE

State actual thickness in way of Double Bottom.

UPPER SHEER

LONG BRIDGE

LOWER SHEER

THICKNESS OF STRAKE

CLEAR OF LONG BRIDGE

DO. OF STRAKE BELOW

DOUBLE OF Flat Plate Keel

Sheerstrakes

POOP SIDES

SHORT BRIDGE SIDES

FORECASTLE SIDES

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

Upper Deck

Stringer Plate

Second Deck

Stringer Plate

FRAMES extend in one length from Center Girders to Margin & from Margin to Upper Deck

REVERSED FRAMES on floors and frames extend from Center Girders to Margin

MASTS, SPARS, &c.

LOWER MASTS

Bowsprit

Topmasts, Yards and Remainder of Spars

Rigging, Material and Size, Shrouds

Sails.

Fore

Main

Mizen

Suit of

Stays

Sails, and the following spare sails

FORGINGS OR CASTINGS.

KEEL, Bar, depth and thickness

STEM, moulding and thickness

STERN-POST for Rudder do. do.

" for Propeller

RUDDER-A x D Table 22. Speed

Main-Piece, diameter at head

" at heel

RUDDER, how constructed

Thickness of Plates or Single Plate

Can the Rudder be unshipped afloat?

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.

Has the Steel been tested as required by the Rules?

RIVETING.

EDGES

Ordinary or Joggled?

Ordinary

Double or Treble and for what Length

RIVETS.

Diam.

Spacing or to cr.

INCHES.

IF LAPPED.

For what Length

Feet.

Butts.

STRAPS.

Thick-ness.

Breadth.

IF LAPPED.

For what Length

Feet.

TUE 11 JUN 1918

EQUIPMENT No. 20922 LETTER K

ANCHORS.

TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS

Number of Certificate

Anchor

WEIGHT EX STOCK

WEIGHT OF STOCK

TEST PER CERTIFICATE

WEIGHT REQUIRED BY TABLE 31

Description of Anchor

Makers

Where and when tested and Superintendent

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

CHAIN CABLES.

Number of Certificate

Length and size supplied

Length

Diam.

Test per Certificate

WEIGHT OF CHAIN CABLE

Supplied

Per Rule

Length and Size per Table 31

Description

Makers of Cables

Where and when tested, and Superintendent

HAWSERS AND WARPS.

Number of Certificate

Length and size supplied

Length

Cir.

Breaking Test of Steel Wire

Length and Size per Table 31

Description

Makers of Cables

Where and when tested, and Superintendent

Boats

Four Lifeboats + one Working boat.

Steering Gear, Steam American Co. Steering Gear, Hand Screw gear.

Pumps, Number

One Bombing Acting Pump, Diameter of Barrel 6"

State whether they are in efficient working order

Windlass is Steam by American Engineering Co. Capstan

Engine Room Skylights. How constructed? Steel plates + angles

Coal Bunker Openings. How constructed? Steel plates + angles

What arrangements for deadlights in bad weather? Steel flaps + bullseyes

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.

How are lids secured? Cleats + battens

Height above deck? 30"

Ceiling in Holds, thickness and material

2 1/2" yellow pine

Cargo Battens, thickness and material

1 1/2" x 2" yellow pine

Cargo Hatchways. How formed? Steel plates and angles

Hatches, If strong and efficient? Yes. 3" yellow pine

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

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

Five

Bulwarks, height above deck and description

48" Steel plates + angles

No. of Breasthooks

2

No. of Crutches Deep floors

The foregoing is a correct description

Builder's Signature (here only) R. Karfor Marine Mgr.

Surveyor's Signature James D. Butler

Surgeon 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, 2/3/16, 16/11/16, 18/11/16, 22/11/16, 28/11/16, 18/12/17, 2/1/18, 23/1/18, 3/2/18, NEW YORK 17/6/16, 12/7/16, 11/10/16, 23/10/16, 27/10/16, 6/11/16, 5/12/16, 22/12/17, 13/1/18, 5/2/18, 23/4/18, 27/4/18.

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

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 facing 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 date. The workmanship throughout is good. The vessel is fitted with Wireless Telegraphy.

Points of Midship Section and General Arrangement (showing vessel as built), three Castings + Forging Reports, and copy of Interim Certificate are forwarded herewith.

The length of cable is reduced in accordance with the War Emergency measure.

FREEBOARD FEE

The amount of Entry Fee

Special Survey Fee

LOCAL Travelling Expenses, if any

NEW YORK

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: A+C

Eff. L. T

Elec. Light

22.

New York MAY 21 1918

+ 100 ft

+ LMC 5.18

James D. Butler

Surveyor to Lloyd's Register of Shipping

Philadelphia Date of issue N.Y. 7/4/18

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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 ft. (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) *IDK (STL)*

Official No. *216246*; Signal Letters *L.K.P.W.*

State if Machinery is fitted aft *No (Machy 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.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	94.0	245	Fore peak tank,	-	-	106	
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	-	-	137	
Double bottom, if under Engines only,	20.0	65	Deep tank, aft,	-	-	-	
Double bottom, if under Boilers only,	18.0	58	Deep tank, forward,	-	-	-	
Double bottom, forward,	122.0	334	Other tanks, if fitted,	-	-	-	
	Total capacity of double bottom		(If necessary, furnish further information by sketch.)		-	-	
	702		State whether the above have been tested as required by the Rules.		-	-	

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. *102*

Date *25th Sept. 1916*

No. *1001* in builder's yard.

(Originally N-1337)

DATE of Surveys held while building

1917. JAN. 17, FEB. 13, 19, MARCH 2, 8, 20, 28, APRIL 10, 17, MAY 8, 18, 22, 31, JUNE 5, 11, 14, 22, 27, JULY 5, 9, JULY 17, 23, AUG. 1, 8, 13, 20, 27, SEPT. 6, 11, 17, 21, 26, OCT. 1, 5, 9, 16, 22, 25, 29, NOV. 2, 6, 12, 14, 19, 26, DEC. 4, 5, 6, 7, 11, 12, 14, 15, 1918. JAN. 2, 4, 7, 10, 16, 18, 21, 24, FEB. 21, 25, 27, MARCH 6, 11, 19, 26, APRIL 5, 15, 22, 25, 26, MAY 3, 8, Total No. of Visits 75

Surveyor's Signature *James B. Butler J. Lindgreen Jr.*