

Awning or Shelter Deck,
or Pt. Awning Deck.

STEEL STEAMER.

No. 3863

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

Port of Philadelphia Date of completion of Report 29th June 1920 Received at London Office TUE. JUL. 20 1920
Survey held at Gloucester City N. J. Date, First Survey 28th Oct 1919. Last Survey 21st June 1920
On the (State if Single, Twin, or Triple Screw) Single Screw Steamer "JOHN JAY" Yard No 18. Rig Schooner.

TONNAGE under 7203.09
Tonnage Deck...
Do. between Tonnage Dk. and 3rd, Ath. or Awning Dk.
Total under Upper Dk. 7203.09
Do. of Poop 69.76
Do. of R. Qr. Dk.
Do. of Bridge House 559.48
Do. of Forecastle 112.56
Do. of Houses on Deck 202.49
Do. of excess of Hatchways 48.18
Do. above Crown of Engine Room 92.45
Gross Tonnage 8292.74
Less Crew Space 257.71
Less above Crown of Engine Room
TONNAGE FOR FEES... 8292.74
Less Engine Room 1767.67
Less Navigation Spaces 102.98
Register Tonnage 6164.38
as cut on Beam...

CLASS 100A1 Shelter Dk with 8th fitted to burn Fuel oil
Breadth (greatest moulded) 60.00
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 28.667
Deduct height of 'tween deck when this does not exceed 8ft.
Transverse Number 88.667
Length on deck from fore part of stem to after part of sternpost 439.5
Longitudinal Number 38969
Depth "d" at middle of length. See Secs. 2 & 13...
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 11.98
" " " Upper Deck at side to top of keel

Master Richard Maguire
Year of Appointment (1) As Master in service of owner of present vessel: 1910 (2) As Master of this vessel: 1920
Built at Gloucester City N. J.
When built 1920. Launched 15th JUNE 1920
By whom built Pusey & Jones Co.
Owners U. S. Shipping Board.
Managers Emergency Fleet Corp.
(Where necessary to be entered in Reg. Book.)
Residence Washington D. C.
Port belonging to Gloucester City.

Destined Voyage Transatlantic If Surveyed while Building, Afloat, or in Dry Dock Yes.

LENGTH on Deck as per Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL—Top of Floors to top of Awn. or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid	No. of Tiers of Beams
439	6		60	0		Do. Upper Deck Beams	27	2	2	2 1/2

Dimensions of Ship per Register, Length 439.6 breadth 60.2 depth 28.667
Upper Deck. Moulded depth, ft. 27 ins. 2 To Upper Dk. Round up of Uppermost Dk. Beam, Actual 13 1/2 ins.

FRAMING.				PILLARS.			
FRAME, Angles, or C or L Bars, amidships	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	PILLARS, In 'tween Deck, size and spacing	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.
Do. in peaks	8	3 1/2	18	" " Hold			
Do. in way of Double Bottoms at Solid Floors	8	3 1/2	18	" " Quarter, 'tween Dks.,			
" " at intermdt. Bkts.				" " in Hold			
Spacing of Frames from centre to centre amidships				KEELSONS AND STRINGERS.			
" length to collision bulkhead				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" of Frames from centre to centre in peaks	24		24	" Rider Plate			
REVERSED FRAME, Angles				" Flat Keel Plate Angles			
Do. in way of Double bottoms at Solid Floors				" Horizontal Plates on Floors			
" " at intermdt. Bkts.				" Angles or Bulb Angles			
FRAMING, depth of girder	8	in peaks	8	" Angles or Bulb Angles			
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				" Plate above floors, for length			
" in way of Engine and Boiler spaces				" Intercoastal Plate, for length			
" thickness at the ends of vessel				" Attached to outside plating with Angle			
" depth at 1/2 the half-bdth. as per Rule				BILGE KEELSON, Angles			
" height extended at the Bilges				" Intercoastal Plate, for length			
FLOORS, in Cell Double Bottoms	17 1/2	2 1/2	BR	" Attached to outside plating with Angle			
" state if flanged (top and bottom)	No		No	SIDE STRINGERS, Number			
" spacing of Solid	6 1/2		6 1/2	" " Angle			
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss	45	22	45 22	" " Intercoastal Plate, for lng.			
" " Angles, Top	3 1/2	3 1/2	12.4	" Attached to outside plating with Angle			
" " Bottom	6	6	21.9	Awning or Shelter Deck Stringer Plates, breadth and thickness	61	18.0	61 18.0
" " to Floors	6	6	17.2	" Angle on ditto	5.5	24.5	5.5 24.5
Brackets at intermdt. frmg., wdth & thknss				" Tie Plates, fore and aft, outside Hatchways	3 1/2 x 3 1/2	11.1	3 1/2 x 3 1/2 11.1
SIDE GIRDERS, number and thickness	14.9	16.3	16.3	" Deck * Iron or Steel, for full lng.	22.0	22.0	22.0
" state if flanged (top & bottom)	No		No	" Wood Deck. Material & thickness	16.3	16.3	16.3
" Angles	3 1/2	3 1/2	9.8	Upper Deck Stringer Plate, breadth and thickness	55	18	55 18
MARGIN PLATE, depth (exclusive of flange) and thickness	20.4		20.4	" Angles on ditto, No.	3 1/2 x 3 1/2	9.8	3 1/2 x 3 1/2 9.8
" Angles to outside plating	4	4	12.8	" Tie Plates, outside Hatchways			
" to floors	3 1/2	3 1/2	9.8	" Deck * Iron or Steel, for full lng.	16.3	16.3	16.3
Brackets at intermdt. frmg., wdth & thknss				" Wood Deck. Material & thickness			
Height of Brackets above at bilge				Second Deck Stringer Plates, br'dth & thkn's	50	18	50 18
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	45	21.2	45 21.2	" Angles on ditto, No.			
" thickness in Engine and Boiler space	20.4	22.8	20.4 22.8	" Tie Plates, outside Hatchways			
" " Remainder in Holds	16.3		16.3	" Deck * Material and thickness	14.6	14.6	14.6
BEAMS, Awng or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel				Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness			
" Spacing				" Angles on ditto, No.			
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel				" Tie Plates, outside Hatchways			
" Spacing				" Deck. Material and thickness			
BEAMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel				Poop Deck Stringer Plate, breadth & thickness	37	12.3	37 12.3
" Angles on upper edge				" Angles on ditto	3 1/2 x 3 1/2	8.5	3 1/2 x 3 1/2 8.5
" Spacing				" Tie Plates			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel				" Deck. Material and thickness	12.3	12.3	12.3
" Angles on upper edge				Bridge Deck Stringer Plate, br'dth & thickness	87	22	87 22
" Spacing				" Angle on ditto	5.5	20.0	5.5 20.0
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel				" Tie Plates			
" Angles on upper edge				" Deck. Material and thickness	16.3	16.3	16.3
" Spacing				Forecastle Deck Stringer Plate, br'dth & th'kns	37	14.7	37 14.7
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel				" Angle on ditto	3 1/2 x 3 1/2	8.5	3 1/2 x 3 1/2 8.5
" Angles on upper edge				" Tie Plates			
" Spacing				" Deck. Material and thickness	12.3	12.3	12.3

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

[illegible]

EQUIPMENT No. 43133. LETTER bt.

ANCHORS.

3863.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE			WEIGHT REQ. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
10143	1st Bower	73	1	11	Stockless			55	10	0	0	72	2	0	Admiral	Admiral Anchor Co. Chester Pa. 12-2-20. W. Booth.
10137	2nd "	71	3	9	"			54	10	0	0	72	2	0	"	"
10140	3rd "	63	0	14	"			50	0	0	0	62	0	0	"	"
	Collective weight	208	1	6								207	0	0		
10141	Stream	25	2	4	Stockless			25	3	3	0	20	2	0	Admiral	Admiral Anchor Co. Chester Pa. 12-2-20. W. Booth.
10145	Kedge	11	1	23	"			13	7	2	0	9	1	0	"	"

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

1st Bower 73-1-11. W.R. 10143 12-2-20. 12ft deep.
2nd " 71-3-9 " 10137 " " "
3rd " 63-0-14 " 10140 " " "

CHAIN CABLES.

Number of Certificate.	Length and Size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.			Fathoms and Size per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	HAWSERS AND WARPS.			
	Length.	Diam.		Supplied.	Per Rule.						Material.	Length and Size supplied.	Breaking Test of Steel Wire Towline.	Fathoms and size per Table 31.
2384	300	2 3/8	10 1/2	142 1/2	904.2-13	YNU 12	300	2 3/8	Steel Link American Chain	C. Columbus, Ohio 22-2-20	TOWLINE	130	5 1/2	88
962	4 joining Shackles	10 1/2		3-0-24					Bradlee & Co.	Philadelphia Pa. 15-12-19	HAWSERS & WARPS	2. 120	8	Manila
	Iron Stream Chain or Steel Wire	120	5	70			120	5	Salvati & J. A. Roebeling	London N.J. 10-4-20		2. 120	8	"

Boats 4. 24 1/2 Steel Lifeboats

Pumps, Number 1. Downton Pump

Windlass is American Eng Co.

Engine Room Skylights.—How constructed? Steel plate & angles.

Coal Bunker Openings.—How constructed? Steel plate & angles

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

Ceiling in Holds, thickness and material. 2 3/4" Spruce.

Cargo Hatchways.—How formed? Steel plates & angles.

State size No. 1 Hatch (Forward) 38'-0" x 24'-0" No. 2 Hatch 36'-0" x 24'-0" No. 3 Hatch 28'-0" x 24'-0" No. 4 Hatch 48'-0" x 24'-0"

Number of Web Plates, Shifting Beams and Fore and Aft to each Hatch 7 in hatches 1, 2, 5. 4 in hatch 3. No. 5 " 36'-0" x 24'-0"

Bulwarks, height above deck and description. Open Rail

The foregoing is a correct description.

Builder's Signature (here only).

Pusey & Jones Co.

Surveyor's Signature

W. Booth.

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) London Letters M
1916. Nov. 22. Dec. 8. 14. 1917. Aug. 21. Sept. 5. 14. Oct. 2. 10. 24. Dec. 4. 1918. May 23. July 6. Aug. 6. 1919. March 8. Oct. 7. Nov. 12. Dec. 12. 1920. May 31.

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.

to plate, &c., conform well to each other? Yes.

from the faying surfaces? Yes.

Are the butts of Plating, Stringers, &c., properly shifted and overlapped? Yes.

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

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

General Remarks (State quality of workmanship, &c.)

This Steel Screw Steamer has been built in accordance

with the approved plans of Midship Section & Profile as amended, the Secretary's letters of the

above mentioned dates bearing upon the case in other respects as required by the Rules & Circulars

for the Class Contemplated. All the double bottom tanks & deep tanks have been tested

as required by the Rules with the various heads of water as laid down therein.

The vessel is a sister ship to the S.S. "PATRICK HENRY" Phila Report 3807. except that deep fuel

oil tanks for 19-21 extend from tank top to upper deck

The Workmanship is good throughout.

The Freeboard Markings have been taken out & re-marked on the vessels side in accordance with

the rules of the American Bureau of Shipping. Attached herewith is the verification form.

Also the Freeboard Certificate for cancellation.

The vessel is fitted with wireless Call letters K.U.X.R.

Forging Reports attached 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 ... \$ 50.00

Special Survey Fee ... \$ 161.59

Travelling Expenses, if any \$ 13.00

New York Exp. 21.50

State whether the Vessel has been built under Special Survey

I am of opinion this Vessel should be Classed

With, Freeboard, as condition of Class

Fees applied for,

1st July 1920

Received by me,

19

Certificate to be sent to Phila. Pa. Date of issue 11.8.20.

John Crockett, p.m.w.

W. Booth

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

Character assigned + 100 H. Shelter Dh with fls (subject)

W. A. C. P. + R. M. C. 6-20

E. L. H. +

Long framing

Dec 21

W. J. H. R.

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.



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Lloyd's Register Foundation

W1481-0102 1/2

GENERAL REMARKS—(continued).

FRAMING.		AMIDSHIPS.		ENDS.		AMIDSHIPS.		ENDS.		RIVETING.	
		In Ship.		In Ship.		Per Rule or as approved.		Per Rule or as approved.		Rivets in Longitudinal Frames.	
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Framing of L-E											
Frames in Bridge 'tween Decks L .											
Frames from Uppermost Continuous Deck											
No. 1		7	3 1/2	153	7	3 1/2	153	7	3 1/2	153	7/8 5/4 5/4 Throughout.
" 2		7	3 1/2	153	7	3 1/2	153	7	3 1/2	153	7/8 5/4 5/4 80
" 3		7	3 1/2	153	7	3 1/2	153	7	3 1/2	153	7/8 5/4 5/4 20
" 4		7	3 1/2	153	7	3 1/2	153	7	3 1/2	153	7/8 5/4 5/4 20
" 5		8	3 1/2	180	8	3 1/2	180	8	3 1/2	180	7/8 5/4 5/4 20
" 6		8	3 1/2	205	8	3 1/2	205	8	3 1/2	205	7/8 5/4 5/4 20
" 7		9	3 1/2	220	9	3 1/2	220	9	3 1/2	220	7/8 5/4 5/4 20
" 8		9	3 1/2	236	9	3 1/2	236	9	3 1/2	236	7/8 5/4 5/4 20
" 9		10	3 1/2	265	10	3 1/2	265	10	3 1/2	265	7/8 5/4 5/4 20
" 10		10	3 1/2	265	10	3 1/2	265	10	3 1/2	265	7/8 5/4 5/4 20
" 11		10	3 1/2	330	10	3 1/2	330	10	3 1/2	330	7/8 5/4 5/4 20
" 12		12	3 1/2	3188	12	3 1/2	3188	12	3 1/2	3188	7/8 5/4 5/4 20
" 13		12	3 1/2	3188	12	3 1/2	3188	12	3 1/2	3188	7/8 5/4 5/4 20
" 14		12	3 1/2	3188	12	3 1/2	3188	12	3 1/2	3188	7/8 5/4 5/4 20
" 15		12	3 1/2	3188	12	3 1/2	3188	12	3 1/2	3188	7/8 5/4 5/4 20
" 16		12	3 1/2	3188	12	3 1/2	3188	12	3 1/2	3188	7/8 5/4 5/4 20
Spacing of Longitudinal Frames		Amidships		At Ends		Amidships		At Ends		Amidships	
		30		17 1/2		30		21		Amidships	
Double Bottoms		Tank Top Longitudinals		Bottom		Amidships		At Ends		Amidships	
7, L-E		7		3 1/2		1725		7		3 1/2	
Spacing of Longitudinals		30		17 1/2		30		21		Amidships	
Transverses.		In Bridge		Depth and Thickness		15 155		15 155		Rivets in Lugs to Shell	
		Face Angles		5 3 1/2 120		5 3 1/2 120		5 3 1/2 120		7/8 5/4	
		Lugs to Shell*		3 1/2 3 1/2 8-5		3 1/2 3 1/2 8-5		3 1/2 3 1/2 8-5		7/8 5/4	
		In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness		18 155		18 155		Rivets in Lugs to Shell	
		Face Angles		6 3 1/2 135		6 3 1/2 135		6 3 1/2 135		7/8 4	
		Lugs to Shell*		3 1/2 3 1/2 9-8		3 1/2 3 1/2 9-8		3 1/2 3 1/2 9-8		7/8 4	
		In Hold.		Depth and Thickness		30 204		30 204		Rivets in Lugs to Shell	
		Face Angles		6 4 181		6 4 181		6 4 181		7/8 4 1/2	
		Lugs to Shell*		6 6 172		6 6 172		6 6 172		7/8 4 1/2	
		Brackets		3 1/2 3 1/2 11-1		3 1/2 3 1/2 11-1		3 1/2 3 1/2 11-1		7/8 4 1/2	
Spacing of Transverse Frames		12 1/2		8 1/2 fore		7 1/2 in F.P.		7 1/2 in F.P.		2 Rows. Lugs to shell side for 4 spaces above flat of floors fore & after to height of upper str in fore hold.	
* State if joggled or liners.		Joggled.									
Longitudinal Beams of L or C		Bridge Deck		6 3 1/2 1275		6 3 1/2 1275		6 3 1/2 1275		40 3/4	
		Upper		7 3 1/2 153		7 3 1/2 153		7 3 1/2 153		42	
		Second		8 3 1/2 153		8 3 1/2 153		8 3 1/2 153		43 1/4	
		Third		7 3 1/2 153		7 3 1/2 153		7 3 1/2 153		43 1/4	
		Total capacity of double bottom		1364		1364		1364		1364	

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.

5c.3.17.—T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 40.79 ft., R.Q.D. ✓ ft., Bridge 134.0 ft., Forecastle 16.75 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated **NOT CONNECTED**.

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) **2 Dks (Str) & 1st Lower dk (SK)**

Official No. **220211**; Signal Letters **L.W.S.J.**

State if Machinery is fitted aft **Amidships**

How are the surfaces preserved from oxidation? Inside **Pt Cement, Bitumastic, 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,	108	414	Fore peak tank,	22-8 1/2	235
Double bottom, under Engines and Boilers,	48	232	After peak tank,	20-9 1/2	174
Double bottom, if under Engines only,			Deep tank, aft, WING BALLAST TANKS AFT.	21-0	153
Double bottom, if under Boilers only,			Deep tank, forward, DEEP FUEL OIL TANKS	24-0	946
Double bottom, forward,	188	718	Other tanks, if fitted,		
	Total capacity of double bottom	1364	(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. **179**

Date **14-4-17**

No. **18** in builder's yard.

DATES OF SURVEYS held while building

1919 Oct. 28. 29. Nov. 6. 17. 19. 20. 25. DEC. 2. 3. 9. 12. 18. 31. 1920 JAN. 2. 5. 7. 8. 9. 10. 12. 13. 14. 15. 19. 20. 21. 22. 26. 27. 28. 30. FEB. 6. 16. 19. 24. 25. 26. MARCH. 2. 4. 5. 9. 10. 12. 22. 26. 29. 31. APRIL. 2. 5. 8. 9. 12. 14. 16. 19. 21. 23. 27. 28. 29. MAY. 3. 4. 5. 10. 13. 14. 17. 19. 20. 21. 24. 25. 27. JUNE. 4. 7. 8. 9. 10. 15. 17. 19. 21.

Total No. of Visits **84**

Surveyor's Signature

W. Booth

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