

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office

Date of completion of report July 8<sup>th</sup> 1918 State if Report is also sent on the Machinery of the Vessel Yes  
 Survey held at San Pedro, California Port of San Francisco, Cal. No. 2778  
 Date, First Survey September 21<sup>st</sup> 1917 Last Survey June 27<sup>th</sup> 1918

On the (State if Single, Twin, or Triple Screw)

TONNAGE under

Tonnage Deck...

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

Total under Upper Dk. 5011.86

Do. of Poop 134.66

Do. of R.Q. Dk. 447.64

Do. of Bridge House 100.00

Do. of Forecastle 148.83

Do. of Houses on Dk. 35.07

Do. of excess of Hatchways 5898.01

Do. above Crown of Engine Room 285.52

Gross Tonnage 4450.30

Less Crain Space

Crown of Room

Room 1074.74

ion Spaces 87.45

onage Beam

on Deck

rule

Feet. 410 Inches. 5 1/2

BREADTH—Moulded

Feet. 54 Inches. 0

DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams

Feet. 27 Inches. 7 1/2

No. of Decks with flat laid

Two

No. of Tiers of Beams

Two

of Ship per Register, Length 410.0 breadth 54.4 depth 27.2

FRAMING.

Angles, or C or L Bars amidships

Angles

Way of Double Bottoms at Solid Floors

at intermdt. Bkts.

Frames from centre to centre amidships

length to Collision bulkhead

in peaks.

ED FRAME, Angles, IN PEAKS

Way of Double Bottoms at Solid Floors

at intermdt. Bkts.

depth of girder

depth and thickness of Floor Plate

at mid-line for length amidships

Way of Engine and Boiler Spaces

knss at the ends of vessel

at 1/2 the half breadth, as per Rule

ght extended at the Bilges

in Cell. Double Bottoms

state if flanged (top & bottom)

Spacing of Solid floors

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

Angles, Top

Bottom

to Floors

brackets at intermdt. frmg., wdth & thcknss

EDERS, number on each side & thickness

state if flanged (top and bottom)

Angles (top and bottom)

to Floors

PLATE, depth (exclusive of flange)

and thickness

Angle to Outside Plating

Floors

ockets at intermdt. frmg., wdth & thcknss

eight of Outside Brackets above at bilge

OTTOM PLATING, breadth and thickness of Middle Line Strake

in Engine and Boiler space

Remainder in Holds

Upper Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

in way of Long Bridge

Spacing

Second Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

Spacing

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

Angles on upper edge

Spacing

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

Form No. 1A—1m, 2, 15, T.

CLASS 100 A.1.

Breadth (greatest moulded) 54.0

Depth, at middle of length from top of keel to top of upper deck beams at side 29.75

Transverse Number 83.75

Length on deck from fore part of stem to after part of stern post 410.45

Longitudinal Number 34375

Depth "d," at middle of length (See Secs. 2 & 13) 18.0

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 113.79

Long Bridge Deck Beam at side to top of keel 10.73

Destined Voyage Europe

If Surveyed while Building, Afloat, or in Dry Dock Yes

Rig Schooner

Master R. B. Seike

Year of appointment

Built at San Pedro, California

When built 1918 Launched December 15<sup>th</sup> 1917

By whom built Los Angeles S. B. & Dry Dock Co.

Owners United States Shipping Board

Managers Emergency Fleet Corporation

Residence

Port belonging to Los Angeles, Cal.

Managers

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

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Port belonging to

Los Angeles, Cal.

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

W 1505-0082112



Form No. 1A. WEB FRAMES. FORGINGS AND CASTINGS. BULKHEADS. COLLISION PARTITION LONGITUDINAL. PLATING. RIVETING. FRAMES. REVERSED FRAMES. MASTS, SPARS, &c. Sails.

EQUIPMENT No. 35819. LETTER Z. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. PARTICULARS OF DROP TEST OF CAST STEEL ANCHORS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Ceiling in Holds. Cargo Hatchways. Bulwarks. Correspondence. Workmanship. General Remarks. The amount of Entry Fee. Travelling Expenses. Committee's Minute. Character assigned.



GENERAL REMARKS—(continued).

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 43.75 ft., R.Q.D. ☒ ft., Bridge 114.75 ft., Forecastle 47 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 should appear in the Register Book) 2 DKS (stl.)  
 Official No. 216446; Signal Letters L.K.V.N. State if Machinery is fitted aft No  
 How are the surfaces preserved from oxidation? Inside PAINT & outside double bottom CEMENT oil fuel tanks Outside PAINT

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

| Where Fitted.                             | *Length.<br>Feet. | Water Capacity.<br>Tons. | Where Fitted.  | *Length.<br>Feet. | Water Capacity.<br>Tons. |
|---|-------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft,                       | <u>135</u>        | <u>366</u>               | Fore peak tank,  |                   |                          |
| Double bottom, under Engines and Boilers, | <u>45</u>         | <u>198</u>               | After peak tank,                                       |                   |                          |
| Double bottom, if under Engines only,     | <u>✓</u>          | <u>✓</u>                 | Deep tank, aft,  |                   |                          |
| Double bottom, if under Boilers only,     | <u>✓</u>          | <u>✓</u>                 | Deep tank, forward,                                    |                   |                          |
| Double bottom, forward,                   | <u>175.5</u>      | <u>540</u>               | Other tanks, if fitted,                                |                   |                          |
| Total capacity of double bottom           |                   | <u>1104</u>              | (If necessary, furnish further information by sketch.) |                   |                          |

\* The wells are not to be included in the lengths of the tanks. 555

State whether the above have been tested as required by the Rules YES

Order for Special Survey No. 60  
 Date 17-10-17  
 No. 1 in builder's yard.  
 Dates of Surveys held while building  
1917: SEPT. 21. OCTOBER 5, 6, 17, 30, 31. NOV. 8, 9, 19, 20. DEC. 6, 7, 14, 15, 27, 28.  
1918: JANUARY 5, 7, 8, 9, 11, 15, 16, 17, 18, 21, 22, 23, 26, 28, 30, 31. FEBRUARY 1, 7, 11, 16, 19, 25, 26, 27.  
MARCH 1, 4, 5, 13, 14, 16, 28, 29. APRIL 2, 3, 5, 10, 11, 12, 15, 18, 19, 24, 26, 27. MAY 1, 2, 3, 7, 9, 10, 14, 15, 22, 23, 25, 28, 29, 30, 31. JUNE 5, 6, 7, 10, 14, 21, 27.

Surveyor's Signature Alfred W. Rab. J. Blackitt Arnold Ben

Total No. of Visits 86