

With or Without

## STEEL STEAMER.

MON. 26 MAY, 1919

Received at London Office

## Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel *Yes.*Date of completion of report *6<sup>th</sup> May 1919*  
Survey held at *Hog Island Pa.*Port of *Philadelphia.*Date, First Survey *2<sup>nd</sup> May 1918.* Last Survey *5<sup>th</sup> May 1919*No. *32 34*On the (State if Single, Twin, or Triple Screw) *Steamer**"BARCOXIE"*Rig *2 msk (no sail)*TONNAGE under *4739.82*Tonnage Deck *4739.82*Do. between Tonnage Dk. and 3rd and 4th Dk. *148.83*Total under Upper Dk. *4739.82*Do. of Poop *148.83*Do. of R.Q. Dk. *440.49*Do. of Bridge House *79.74*Do. of Forecastle *207.82*Do. of Houses on Dk. *52.30*Do. of excess of Hatchways *115.32*Do. above Crown of Engine Room *5784.32*Gross Tonnage *5784.32*Less Crew Space *301.76*Less above Crown of Engine Room *115.32*Tonnage for Fees *5784.32*Engine Room *1850.78*Navigation Spaces *118.58*Register Tonnage *3513*

as cut on Beam

CLASS *+ 100 A.1*

FEET.

Breadth (greatest moulded) *54.0*Depth, at middle of length from top of keel to top of upper deck beams at side *32.0*Transverse Number *84.0*Length on deck from fore part of stem to after part of stern post *390.0*Longitudinal Number *32760*Depth "d," at middle of length (See Secs. 2 & 13) *19.0*Proportions—Depths to Length—Upper Deck Beam at side to top of keel *12.187*" " Long Bridge Deck Beam at side to top of keel *9.75*Destined Voyage *✓*If Surveyed while Building, Afloat, or in Dry Dock *Yes.*Master *C. E. Killion*Year of appointment *(1) As Master in service of owner of present vessel—1919*  
*(2) As Master of this vessel—1919*Built at *Hog Island Pa.*When built *Launched 22<sup>nd</sup> Mar. 1919.*By whom built *American International Corp.*Owners *The United States Shipping Board.*Managers *Emergency Fleet Corp.*Residence *Washington D.C.*Port belonging to *Philadelphia*

LENGTH on Deck	Feet.	Inches.	BREADTH	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
Rule	390	0	Moulded	54	0	Do. do. do. do. Second Dk. Beams	19	0	Two

Moulded depth, ft. *40* ins. *0* To Bridge Dk. Round of Upper *Nil* ins.  
Moulded depth, ft. *32* ins. *0* To Upper Dk. Dk. Beam, Actual

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.
E. <i>1/2</i> Bars amidships <i>1/2</i> <i>3.175</i> <i>30</i> <i>3.175</i> <i>30</i>				PILLARS In 'tween Deck, size and spacing <i>8x7 1/2 I</i> <i>wide spaced</i>			
a peaks <i>3</i> <i>3 1/2</i> <i>38</i> <i>3 1/2</i> <i>38</i>				" " Hold <i>14x13 1/2 I</i> <i>see plan</i>			
a way of Double Bottoms at Solid Floors <i>3</i> <i>3 1/2</i> <i>437</i> <i>3</i> <i>3 1/2</i> <i>437</i>				" " Quarter 'tween Dks., " "			
" " at intermdt. Bkts. <i>8</i> <i>3 1/2</i> <i>56</i> <i>8</i> <i>3 1/2</i> <i>56</i>				" " in Hold " "			
of Frames from centre to centre amidships <i>27</i> <i>27</i>				KEELSONS & STRINGERS.			
" " from <i>27</i> <i>27</i>				CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" " length to Collision bulkhead <i>24</i> <i>24</i>				" Rider Plate			
" " in peaks <i>24</i> <i>24</i>				" Flat Plate Keel Angles			
RSED FRAME, Angles, in Peaks <i>4</i> <i>3 1/2</i> <i>437</i> <i>4</i> <i>3 1/2</i> <i>437</i>				" Horizontal Plates on Floors			
n way of Double Bottoms at Solid Floors <i>3</i> <i>3 1/2</i> <i>508</i> <i>3</i> <i>3 1/2</i> <i>508</i>				" Angles or Bulb Angles			
" " at intermdt. Bkts. <i>8</i> <i>3 1/2</i> <i>508</i> <i>8</i> <i>3 1/2</i> <i>508</i>				SIDE KEELSONS, Number			
ING, depth of girder <i>12x10</i> <i>12x10</i>				" Angles or Bulb Angles			
RS, depth and thickness of Floor Plate at mid-line for <i>1/2</i> length amidships <i>✓</i> <i>✓</i>				" Plate above floors, for length <i>✓</i> <i>✓</i>			
in way of Engine and Boiler Spaces <i>✓</i> <i>✓</i>				" Intercoastal Plate, for length <i>✓</i> <i>✓</i>			
thickness at the ends of vessel <i>✓</i> <i>✓</i>				" Attached to outside Plating with Angle <i>✓</i> <i>✓</i>			
depth at <i>1/2</i> the half breadth, as per Rule <i>✓</i> <i>✓</i>				BILGE KEELSON, Angles			
height extended at the Bilges <i>✓</i> <i>✓</i>				" Intercoastal Plate for length <i>✓</i> <i>✓</i>			
RS in Cell. Double Bottoms <i>38</i> <i>437E</i> <i>508</i> <i>38</i> <i>437</i> <i>508</i>				" Attached to outside Plating with Angle <i>✓</i> <i>✓</i>			
state if flanged (top & bottom) <i>110</i> <i>110</i>				SIDE STRINGERS, Number <i>24x44</i> <i>24x44</i>			
Spacing of Solid floors <i>81"</i> <i>21 1/2</i> <i>508</i> <i>81"</i> <i>21 1/2</i> <i>508</i>				" Angle <i>6</i> <i>3 1/2</i> <i>56</i> <i>6</i> <i>3 1/2</i> <i>56</i>			
RE GIRDER, in Dbl. bottom, dpth. & thcknss. <i>48</i> <i>50</i> <i>508</i> <i>48</i> <i>50</i> <i>508</i>				" Intercoastal Plate, for length <i>24x44</i> <i>24x44</i>			
" Angles, Top <i>3 1/2</i> <i>3 1/2</i> <i>508</i> <i>3 1/2</i> <i>3 1/2</i> <i>508</i>				" Attached to outside plating with Angle <i>3 1/2</i> <i>3 1/2</i> <i>50</i> <i>3 1/2</i> <i>3 1/2</i> <i>50</i>			
" " Bottom <i>4</i> <i>4</i> <i>687</i> <i>4</i> <i>4</i> <i>687</i>				Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge) <i>76</i> <i>✓</i> <i>625</i> <i>76</i> <i>625</i>			
" " to Floors <i>3 1/2</i> <i>3</i> <i>437</i> <i>3 1/2</i> <i>3</i> <i>437</i>				" " " " br'dth & thickness (in way of Bridge) <i>5x5</i> <i>✓</i> <i>625</i> <i>5x5</i> <i>✓</i> <i>625</i>			
Brackets at intermdt. frmg., wdth & thcknss <i>42x</i> <i>38</i> <i>508</i> <i>42x</i> <i>38</i> <i>508</i>				" " " " Angle (clear of Bridge) <i>625</i> <i>375</i> <i>625</i> <i>375</i>			
GIRDERS, number on each side & thickness <i>10</i> <i>38</i> <i>437E</i> <i>10</i> <i>38</i> <i>437E</i> <i>508</i>				" Deck, * Steel, for full lng. <i>625</i> <i>375</i> <i>625</i> <i>375</i>			
" state if flanged (top and bottom) <i>110</i> <i>110</i>				" " Thickness (clear of Bridge) <i>375</i> <i>375</i>			
" Angles (top and bottom) <i>3 1/2</i> <i>3 1/2</i> <i>437</i> <i>3 1/2</i> <i>3 1/2</i> <i>437</i>				" " (in way of Bridge) <i>375</i> <i>375</i>			
" " to Floors <i>3</i> <i>3</i> <i>508</i> <i>3</i> <i>3</i> <i>508</i>				" Wood Deck. Material & thickness <i>✓</i> <i>✓</i>			
IN PLATE, depth (exclusive of flange) <i>24x</i> <i>50</i> <i>508</i> <i>24x</i> <i>50</i> <i>508</i>				Second Deck Stringer Plate, br'dth & thickness <i>72</i> <i>✓</i> <i>437</i> <i>72</i> <i>437</i>			
" and thickness <i>5</i> <i>5</i> <i>50</i> <i>5</i> <i>5</i> <i>50</i>				" Angles on ditto, No. <i>2</i> <i>3 1/2</i> <i>3 1/2</i> <i>437</i> <i>3 1/2</i> <i>3 1/2</i> <i>437</i>			
" Angle to Outside Plating <i>3 1/2</i> <i>3 1/2</i> <i>508</i> <i>3 1/2</i> <i>3 1/2</i> <i>508</i>				" Tie Plates outside Hatchways <i>✓</i> <i>✓</i>			
" " Floors <i>72x</i> <i>375</i> <i>508</i> <i>72x</i> <i>375</i> <i>508</i>				" Deck, * Steel, for full lng. <i>375</i> <i>375</i>			
Brackets at intermdt. frmg., wdth & thcknss <i>37 1/2</i> <i>x</i> <i>50</i> <i>37 1/2</i> <i>x</i> <i>50</i>				" Wood Deck. Material & thickness <i>✓</i> <i>✓</i>			
B BOTTOM PLATING, breadth and thickness of Middle Line Strake <i>72x</i> <i>50</i> <i>72x</i> <i>50</i>				Third Deck Stringer Plate, br'dth & thickness <i>✓</i> <i>✓</i>			
" " in Engine and Boiler space <i>50E</i> <i>562</i> <i>50E</i> <i>562</i>				" Angles on ditto, No. <i>✓</i> <i>✓</i>			
" " Remainder in Holds <i>437</i> <i>437</i>				" Tie Plates, outside Hatchways <i>✓</i> <i>✓</i>			
BEAMS, Upper Deck, <i>10</i> <i>3.3</i> <i>21.7</i> <i>10</i> <i>3.3</i> <i>21.7</i>				" Deck, * Material and thickness <i>✓</i> <i>✓</i>			
" " In way of Long Bridge <i>10</i> <i>3.3</i> <i>21.7</i> <i>10</i> <i>3.3</i> <i>21.7</i>				Fourth and Fifth Deck Stringer Plate, breadth & thickness <i>✓</i> <i>✓</i>			
" " Spacing <i>27</i> <i>27</i>				" " Angles on ditto, No. <i>✓</i> <i>✓</i>			
BEAMS, Second Deck, <i>12</i> <i>3</i> <i>25</i> <i>12</i> <i>3</i> <i>25</i>				" " Tie Plates outside Hatchways <i>✓</i> <i>✓</i>			
" " Spacing <i>27</i> <i>27</i>				" " Deck, Material & thickness <i>✓</i> <i>✓</i>			
BEAMS, Third and Fourth Deck, <i>✓</i> <i>✓</i>				" Poop Deck Stringer Plate, breadth & thickness <i>76</i> <i>✓</i> <i>375</i> <i>76</i> <i>375</i>			
" " Angles on upper edge <i>✓</i> <i>✓</i>				" " Angle on ditto <i>3 1/2</i> <i>x</i> <i>3 1/2</i> <i>375</i> <i>3 1/2</i> <i>x</i> <i>3 1/2</i> <i>375</i>			
" " Spacing <i>✓</i> <i>✓</i>				" " Tie Plates <i>✓</i> <i>✓</i>			
BEAMS, Poop Deck, <i>7</i> <i>3.4</i> <i>18.6</i> <i>7</i> <i>3.4</i> <i>18.6</i>				" " Deck, Material and thickness <i>✓</i> <i>✓</i>			
" " Angles on upper edge <i>✓</i> <i>✓</i>				" Bridge Deck Stringer Plate, br'dth & thickness <i>79 3/4</i> <i>✓</i> <i>562</i> <i>79 3/4</i> <i>562</i>			
" " Spacing <i>27x</i> <i>24</i> <i>27x</i> <i>24</i>				" " Angle on ditto <i>5x5</i> <i>x</i> <i>625</i> <i>5x5</i> <i>x</i> <i>625</i>			
BEAMS, Bridge Deck, <i>10</i> <i>3.3</i> <i>21.7</i> <i>10</i> <i>3.3</i> <i>21.7</i>				" " Tie Plates <i>✓</i> <i>✓</i>			
" " Angles on upper edge <i>✓</i> <i>✓</i>				" " Deck, Material and thickness <i>✓</i> <i>✓</i>			
" " Spacing <i>27</i> <i>27</i>				" Forecastle Deck Stringer Plate, br'dth & th'kns <i>54</i> <i>✓</i> <i>375</i> <i>54</i> <i>375</i>			
BEAMS, Forecastle Deck, <i>10</i> <i>3.3</i> <i>21.7</i> <i>10</i> <i>3.3</i> <i>21.7</i>				" " Angle on ditto <i>5x5</i> <i>✓</i> <i>625</i> <i>5x5</i> <i>✓</i> <i>625</i>			
" " Angles on upper edge <i>✓</i> <i>✓</i>				" " Tie Plates <i>✓</i> <i>✓</i>			
" " Spacing <i>27x</i> <i>24</i> <i>27x</i> <i>24</i>				" " Deck, Material and thickness <i>✓</i> <i>✓</i>			

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



WEB FRAMES.				Inches in Ship.	Inches per Rule.	FORGINGS or CASTINGS.				Inches in Ship.	Inches per Rule.		
<b>WEB-FRAMES, In Fore Body, No. and spacing</b>				10	$\frac{1}{2} \times 23\frac{1}{2}$								
"	"	breadth & thickness		24	.44								
"	No. of Side Stringers	2 in 1 held		24	.44								
<b>WEB-FRAMES, In E. &amp; B. Space, No. &amp; spacing</b>				One	13-6"								
"	"	breadth & thickness		24	.44								
<b>WEB-FRAMES, In After Body, No. and spacing</b>				7	12 1/2 x 24								
"	"	breadth & thickness		43	.44								
"	No. of Side Stringers	One and 1/2 Pak			.50								
Size of Face Angles to Web-Frames.....				6 x 3/4	.56								
<b>BRACKET PLATES to Stringers between Web Frames, depth and thickness.....</b>				24 x 15	.44								
				any 2nd	.44								
				any 2nd	.44								
<b>BULKHEADS.</b>				STIFFENERS.		Single or Double Frames.		Height up state deck.					
Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.									
No 10 & 11	8	6	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.			
W.T.BULKHEADS			24	24	24	24	24	24	24	24			
87			24	24	24	24	24	24	24	24			
98, 109 & 137			24	24	24	24	24	24	24	24			
all Pak 160			24	24	24	24	24	24	24	24			
" COLLISION "			24	24	24	24	24	24	24	24			
PARTITION "			24	24	24	24	24	24	24	24			
LONGITUDINAL..	7 1/2	87	24	24	24	24	24	24	24	24			
Are the outside Plates doubled two spaces of Frames in length?				B.N. Lines									
Are the Watertight Doors in efficient working order?				Yes									
<b>PLATING.</b>						<b>RIVETING.</b>							
AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.			
AMIDSHIP.				AMIDSHIP.		Ordinary or Joggled?				Double or Treble and Rivets.			
Breadth. Thickness.				Breadth. Thickness.		Single or Double.				Diam. Spacing or to cr.			
Inches. Inches.				Inches. Inches.		Inches. Inches.				Inches. Inches.			
FLAT PLATE KEEL.....				67		Double				3R full			
GARBOARD or A Strake				67		Double				3R full			
State actual thickness in wa of Double Bottom.				67		Double				3R full			
B				67		Double				3R full			
C				67		Double				3R full			
D				67		Double				3R full			
E				67		Double				3R full			
F				67		Double				3R full			
G				67		Double				3R full			
H				67		Double				3R full			
J				67		Double				3R full			
K				67		Double				3R full			
L				67		Double				3R full			
M				67		Double				3R full			
N				67		Double				3R full			
O				67		Double				3R full			
P				67		Double				3R full			
Q				67		Double				3R full			
R				67		Double				3R full			
S				67		Double				3R full			
T				67		Double				3R full			
U				67		Double				3R full			
V				67		Double				3R full			
W				67		Double				3R full			
THICKNESS OF STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW				74 3/4		Double				3R full			
DLG. of Flat Plate Keel Sheerstrakes Length and thickness.				74 3/4		Double				3R full			
POOP SIDES				437		Double				3R full			
SHORT BRIDGE SIDES				437		Double				3R full			
FORECASTLE SIDES				437		Double				3R full			
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, 4R riveted for full length amidship.						Butts of Side Stringers 3R riveted.							
Stringer Plate Straps, overlapped for full length amidship.						Tie Plates riveted.							
Second Deck Butts, 3R riveted for full length amidship.						Inner Bottom Plating, riveting of Edges 2R Butts 3R + 2R							
Stringer Plate Straps, single or overlapped for full length amidship.						Centre Girder Butts, 3R riveted. Keelson Butts, riveted.							
						Frames, riveted through Plates with 7/8 in. Rivets, about 1/4, 5/4 apart.							
						Rivets, state whether Steel							
FRAMES extend in one length from Centre to Margin & from Margin to State if ordinary or joggled													
REVERSED FRAMES on floor and													

EQUIPMENT No. 35092										LETTER 2										ANCHORS.										TONNAGE U.K. OR PLATING No. FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT, EX STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQUIRED BY TABLE 31.			Description of Anchor			Makers.			Where and when tested and Superintendent.																	
6700		1st Bower		Cwts. qrs. lbs. 66 3 24			Cwts. qrs. lbs. 66 3 24			Tons. cwt. qrs. lbs. 52 2 2 0			Cwts. qrs. lbs. 63 3 0			Baldt.			Cable Anchor Co. Chester 11/6/18 J.B. Sturges																				
6667		2nd "		66 1 5			"			57 13 0 14			63 3 0			"			" " " " 7/6/18 J.B. Sturges																				
6781		3rd "		59 1 24			"			48 1 1 0			54 2 0			"			" " " " 3/7/18 J.B. Sturges																				
		4th "																																					
		Collective weight.		182 2 25									182 0 0																										
6406		Stream		25 1 2						24 19 1 14			21 3 14			"			" " " " Chester 11/6/18 J.B. Sturges																				
6638		Kedge		11 3 9						13 15 0 0			9 1 14			"			" " " " 6/6/18 J.B. Sturges																				
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Anchor, Date of Test.																																							
1st Bower: Had 49.0.12 J.B.S. 6700 11/6/18 Drifted 12 ft. Kedge: Had 31/12 J.B.S. 6638 6/6/18 Drifted 15 ft.																																							
2nd " " 48.3.15 J.B.S. 6667 7/6/18 " 12 ft.																																							
3rd " " 42.1.18 J.B.S. 6781 3/7/18 " 12 ft.																																							
4th " " 19.1.4 J.B.S. 6406 1/5/18 " 12 + 15 ft.																																							
CHAIN CABLES.															HAWERS AND WARPS.																								
Number of Certificate.		Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and size supplied.		Breaking Test of Steel Wire.		Length and size per Table 31.																	
2		Fathoms. Ins. 210 24		Tons. 137.5 7/8 1/2		Cwts. qrs. lbs. 682.1.11		Fathoms. Ins. 270 24		National Cable Co.		National Cable Co.		Chester 6/1/19 J.B. Sturges		TOWLINE SW		Fathoms. Ins. 125 5		Tons. 120 5		Fathoms. Ins. 120 5																	
20.		60. 24		137.5 7/8 1/2		682.1.11		270 24		"		"		" 7/3/19 J.B. Sturges		HAWERS & WARPS		180 8		180 8		180 8																	
90		4 1/4		65 1/2				90 4 1/4		S.W. Rolling Iron		Chester 31/1/18 J.B. Sturges						150 7		180 7																			
Boats 4 24 ft. Star boat & One Wood																																							
Pumps, Number 2																																							
Windlass is Steam by Meland & Co.																																							
Engine Room Skylights. How constructed? Steel plates & angles																																							
Bunkers Openings. How constructed? Steel plates & angles																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 each side																																							
Ceiling in Holds, thickness and material. 2 1/4 spruce on 2 1/2 girders																																							
Cargo Hatchways. How formed? Steel plates & angles																																							
State size No. 1 Hatch (Forward) 26'10" x 24'0" No. 2 Hatch 31'4" x 24'0" No. 3 Hatch 15'9" x 18'0" No. 4 Hatch 20'4" x 15'0"																																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 14 No. 1, 5 No. 2, 1 No. 3, 2 No. 4																																							
Balwalks, height above deck and description 48" x 1 1/2, Steel plates, 1/2 inch																																							
The foregoing is a correct description.																																							
Builder's Signature (here only) American International Corporation, Surveyor's Signature R.D. Canil & Co. Ld. Surveyor to Lloyd's Register of Shipping.																																							
Vice President.																																							
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)																																							
M 7/1/18 M 12/1/18 M 4/2/18 M 10/2/18 M 24/2/18																																							
Workmanship. Are the butts of plating planed or otherwise fitted? planed																																							
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? 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.) Workmanship good throughout																																							
This Star Single Screw Steamer has been built in accordance with the approved plans, Secy's letter of the above date & in general conformity with the Rules for the class																																							
copied & stamped																																							
This vessel is a sister vessel to the 99 "SCHODACK" Phila Rpt No. 3229.																																							
and previous sister vessels																																							
All the double bottom tanks, peak tanks & deep tanks have been tested as required by the Rules with the varying loads of water as laid down therein and found satisfactory.																																							
The approved plans have been retained for use in connection with the sister vessels building																																							
Copies of the approved plans are in the London office One copy of Workship Section 1 Packet																																							
Key with for filing with Report.																																							
Wireless fitted Call letter W.L.A.H. Submarine Signalling fitted																																							
The Anchor Chains for this vessel are Cast Steel & have been tested by our Surveyors																																							
Substantially similar to those marked on the Sister vessel "Schodack" previous sister vessels have																																							
The Surveyor should state the Number of Report and Name of any Sister Vessel.																																							
Plans to be forwarded with F.E. Report showing vessel at birth.																																							
The amount of Entry Fee £ 200																																							
Special Survey Fee £ 723																																							
Travelling Expenses, if any £ 100																																							
Fees applied for, 6th May 1919																																							
Received by me, 21/5																																							
Certificate to be sent to Philadelphia Date of issue 5/6/19																																							
State whether the Vessel has been built under Special Survey Yes																																							
I am of opinion this Vessel should be Classed + 100 A.A. fitted for oil fuel																																							
With, or without Freeboard, as condition of Class 1500 F																																							
Surveyor to Lloyd's Register of Shipping.																																							
Committee's Minute New York MAY 13 1919																																							
Character assigned + 100 A.A.																																							
note: A.C.P. + Linc. 5.19 subject																																							
Gp. 6 Z																																							
Rec. St.																																							
J.D.																																							
Fitted for oil fuel 5.19																																							
3 ft. above 1500 F.																																							



GENERAL REMARKS—(continued).

been marked on scut in with the letters A.B.

Rpt. 4a.

Date of visit

No. in

Reg. Book

Master

Engines

Boilers

NOMINAL

Register

Shaft Ho

TURBIN

Diameter of

Diameter of

Diameter of

Width of Fo

No. of Scre

No. of Blad

Thickness a

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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 39.25 ft., R.Q.D. — ft., Bridge 121.5 ft., Forecastle 12.5 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 Dk (Stl) State if Machinery is fitted aft No. Outside Paint. Official No. 217887; Signal Letters L.Q.S.B. How are the surfaces preserved from oxidation? Inside Cement, bitumastic & paint

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Ca Tons
Double bottom, aft, Oil Fuel	74'-3"	329 SW	Fore peak tank,		
Double bottom, under Engines and Boilers,			After peak tank,		
Double bottom, if under Engines only, Fresh Water	22'-6"	132 SW	Deep tank, aft,	36'-0"	879
Double bottom, if under Boilers only, Oil Fuel	22'-6"	133 SW	Deep tank, forward,	13'-6"	131
Double bottom, forward, Oil Fuel	159'-9"	786 SW	Other tanks, if fitted, Settling tank in Deep tank		
Total capacity of double bottom		1380 SW	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 269  
Date 21/1/18  
No. 504 in builder's yard.

DATES OF SURVEYS held while building

1918  
May 2. 7. 16. 20. 22. 30 June 6. 11. 19. 24. 26 July 8. 9. 16. 22. 26 Aug 1. 12. 19. 20. 22. 26  
16. 25. 28 Oct 1. 3. 12. 16. 22 Nov 5. 14. 22. 25. 29 Dec 2. 5. 10. 13. 17. 19. 26. 28-31  
1919  
Jan 4. 14. 15. 16. 17. 21. 23. 24 Feb 6. 7. 11. 18. 24. 28 Mar 3. 6. 7. 10. 11. 12. 13. 14. 17. 18. 19  
21. 22. 25. 26 Apr 3. 14. 16. 17. 22. 29 May 3. 5

Surveyor's Signature R.D. Cairns & C. M. Binder.

Lloyd's Register Foundation