

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office
REC'D NEW YORK
Feb 28 1917
No. 899

Date of completion of report 23 Feb 1917. Port of Boston
Survey held at Boston
Date, First Survey 18 April 1916. Last Survey 17 February 1917
Rig Schooner 3 masts

On the (State if Single, Twin, or Triple Screw)
TONNAGE under 4983.49
Do. between Tonnage Dk. 225.44
and 3rd and 4th Dk. 5208
Total under Upper Dk. 293.06
Do. of Poop 127.80
Do. of R.Q. Dk. 28.34
Do. of Bridge House 89.10
Do. of Forecastle 106.38
Do. of excess of Hatchways
Do. above Crown of
Engine Room 5853
Gross Tonnage 219.73
Less Crew Space
Less above Crown of
Engine Room
TONNAGE FOR FEES
Less Engine Room & above Crown 1873.15
Less Navigation Spaces 90.20
Register Tonnage 3670
Destined Voyage New York
If Surveyed while Building, Afloat, or in Dry Dock Building

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
389	9		54	6		29	4	8	2
						Do. do. do. do. Second Dk. Beams	20	10	8
Moulded depth, ft. 32 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 8/16 ins.									
Dimensions of Ship per Register, Length 389.0 breadth 54.7 depth 29.3 Moulded depth, ft. 32 ins. 6 To Upper Dk. Dk. Beam, Actual 13 8/16 ins.									
FRAMING.						PILLARS.			
FRAME, Angles, or C or Bars amidships						PILLARS, In 'tween Deck, size and spacing			
Do. in peaks						" " Hold 2 in each hold as per plan			
Do. in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks., " "			
" " " " at intermdt. Bkts.						" " in Hold " "			
Spacing of Frames from centre to centre amidships						KEELSONS & STRINGERS.			
" " " " from 1/2 length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above			
" " " " in peaks						" " Rider Plate			
REVERSED FRAME, Angles						" " Flat Plate Keel 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						SIDE KEELSONS, Number			
FLOORS, depth and thickness of Floor Plate						" " Angles or Bulb Angles			
" " in way of Engine and Boiler Spaces						" " Plate above floors, for length			
" " thickness at the ends of vessel						" " Intercostal Plate, for length			
" " depth at 1/2 the half breadth, as per Rule						" " Attached to outside Plating with Angle			
" " height extended at the Bilges						BILGE KEELSON, Angles			
FLOORS in Cell. Double Bottoms						" " Intercostal Plate for length			
" " state if flanged (top & bottom)						" " Attached to outside Plating with Angle			
" " Spacing of Solid floors						SIDE STRINGERS, Number			
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.						" " Angle			
" " Angles, Top						" " Intercostal Plate, for length			
" " " Bottom						" " Attached to outside plating with Angle			
" " " to Floors						Upper Deck Stringer Plate, br'dth & thickness			
" " Brackets at intermdt. frmg., wdth & thcknss						" " " " (clear of Bridge)			
SIDE GIRDERS, number on each side & thickness						" " " " (in way of Bridge)			
" " state if flanged (top and bottom)						" " " " Angle (clear of Bridge)			
" " Angles (top and bottom)						" " Tie Plate at sides of Hatchways			
" " " to Floors						" " Deck * Steel, for full lng.			
MARGIN PLATE, depth (exclusive of flange) and thickness						" " Thickness (clear of Bridge)			
" " Angle to Outside Plating						" " (in way of Bridge)			
" " " Floors						" " Wood Deck. Material & thickness			
" " Brackets at intermdt. frmg., wdth & thcknss						Second Deck Stringer Plate, br'dth & thickness			
" " Height of Outside Brackets above at bilge						" " Angles on ditto, No.			
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" " Tie Plates outside Hatchways			
" " in Engine and Boiler space						" " Deck * Iron or Steel, for full lng.			
" " Remainder in Holds						" " Wood Deck. Material & thickness			
BEAMS, Upper Deck, Single Angle, Bulb						Third Deck Stringer Plate, br'dth & thickness			
" " Angle, Plate, Tee Bulb, or Channel						" " Angles on ditto, No.			
" " In way of Long Bridge						" " Tie Plates, outside Hatchways			
" " Spacing						" " Deck * Material and thickness			
BEAMS, Second Deck, Single Angle, Bulb						Fourth and Fifth Deck Stringer Plate, breadth & thickness			
" " Angle, Plate, Tee Bulb, or Channel						" " Angles on ditto, No.			
" " Spacing						" " Tie Plates outside Hatchways			
BEAMS, Third and Fourth Deck, Single Angle, Bulb						" " Deck. Material & thickness			
" " Angle, Plate, Tee Bulb, or Channel						Poop Deck Stringer Plate, breadth & thickness			
" " Angles on upper edge						" " Angle on ditto			
" " Spacing						" " Tie Plates			
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " Deck. Material and thickness			
" " Angles on upper edge						Bridge Deck Stringer Plate, br'dth & thickness			
" " Spacing						" " Angle on ditto			
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " Tie Plates			
" " Angles on upper edge						" " Deck. Material and thickness			
" " Spacing						Forecastle Deck Stringer Plate, br'dth & th'kns			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						" " Angle on ditto			
" " Angles on upper edge						" " Tie Plates			
" " Spacing						" " Deck. Material and thickness			

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

Lloyd's Register
Foundation

W862-00752

[illegible]

EQUIPMENT NO. 35256				ANCHORS.				TONNAGE U.D.K. OR PLATING NO. FOR TRAWLERS			
Number of Certificate.	Anchors.	WEIGHT, EX STOCK.	WEIGHT OF STOCK.	TEST, PER CERTIFICATE.	WEIGHT REQUIRED BY TABLES.	Description of Anchor.	Makers.	Where and when tested and Superintendent.			
3680	1st Bower ...	65 2 14	stockless	51 7 2 0	63 3 0	Admiral	Rohat Steel Co.	Newcastle, Dec. 1914 J.B. Ballou			
3609	2nd "	64 2 11	"	50 15 0 0	63 3	"	" " "	" " " 8/12/14 " "			
3559	3rd "	56 2 17	"	46 7 3 7	54 2 21	"	" " "	" " " 1/12/14 " "			
	4th "										
	Collective weight.	186 3 14			182 0 0						
3076	Stream	22 3 22	stockless	23 2 2 0	21 3 14	Admiral	Rohat Steel Co.	Newcastle 10/1/14 J.B. Ballou			
3183	Kedge.....	9 2 1	"	11 11 1 0	9 1 14	"	" " "	" " " 14/1/14 J. Davy			

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

Particulars	Drop Test
1st Bower	65-2-14 Head 48-3-5 J.B. 3680 18 Dec 1914
2nd "	64-2-11 47-1-8 J.B. 3609 8 Dec 1914
3rd "	56-2-17 42-3-22 J.B. 3559 1 Dec 1914
4th "	

CHAIN CABLES.

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 Towline.	Length and Size per Table 31.
136	135 2 1/2 916	12730	8352.220	682 L.H.	270 2 1/2	Steel	Selmon Chan Lebanon 16/6/14	TOWLINE	120 1/2 59	130 1/2 59	
137	135 " "	"	384.216	682 L.H.	270 2 1/2	Steel	Works " 22/6/14 W. Wilson	HAWSESWARPS	90 8 1/2	90 8 1/2	
	Cir.	"	7971.8						90 7 1/2	90 7 1/2	
	Iron-Steel Cable or Steel Wire						Wright Wire & Rope Works, Mass.				

Boats 2-24 Lifeboats, 1-10 dinghy, 2-2 motor launch Steering Gear, Steam American Eng. Co. Steering Gear, Hand American Eng. Co.
Pumps, Number One Gould Hand pump Diameter of Barrel 6" State whether they are in efficient working order yes
Windlass is American Engineering Co. Capstan American Engineering Co.
Engine Room Skylights.—How constructed? Steel coverings with hinged steel lids What arrangements for deadlights in bad weather? Permanent deadlights
Coal Bunker Openings.—How constructed? Steel coverings How are lids secured? Wood latches battened Height above deck? 2'4" above poop
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 scuppers each side, 7 freeing ports each side (3 for 4, 4 for 6) 14"x21"
Ceiling in Holds, thickness and material Cargo Battens, thickness and material 1/2 inch only 6"x2" yellow pine
Cargo Hatchways.—How formed? Steel oil tight hatches with hinged steel lids Hatches, If strong and efficient? yes
State size No. 1 Hatch (Forward) oil hatches 8'x2 1/2 x 5'-0" No. 2 Hatch No. 3 Hatch No. 4 Hatch
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch none
Bulwarks, height above deck and description 3'9" steel plate with flanged plate stays Main Rail, material and size 7 x 3 1/2 x 5 x 14 1/2
The foregoing is a correct description.
Builder's Signature (here only) FORE RIVER SHIPBUILDING CO. Quincy, Mass. VICE PRESIDENT
Surveyor's Signature John S. Heck 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) All correspondence through New York Office

Workmanship. Are the butts of plating planed or otherwise fitted? yes
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 faying 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 Good
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? yes State results of tests Good

General Remarks (State quality of workmanship, &c.)
This vessel has been built under Special Survey in accordance with the Rules & approved plans & the workmanship & material are good throughout. All oil cargo tanks, cofferdam, double bottom tanks & port tanks have been tested in accordance with the Rules & found satisfactory. The vessel is a sister ship to % Cutadist Boston report 882 & % S. S. Lucena, Boston report 859.
For remarks on oil fuel arrangements, please see back of report.

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	Fees applied for,	Certificate to be sent to	Date of issue
\$25.00	24 Feb 1917	Boston	to M.R.C. 3/3/17
Special Survey Fee.... \$54.00	Received by me.		
Travel Expenses, if any £ 28.85	16/1/17		

I am of opinion this Vessel should be Classed **A1** Carrying Petroleum in Bulk Without

Committee's Minute
Character assigned
note:—
As Ch. Equip. b. L.
Elec. Light
J.D.

New York MAR 1 1917
+ 100A1 Carr. Pet. in bulk.
+ Limb 2.17 fitted for oil fuel 2.17 7P above 150°F

John S. Heck
Surveyor to Lloyd's Register of Shipping.

GENERAL REMARKS—(continued).

This vessel has been fitted to burn oil fuel. The fuel oil is carried in No 1 cargo tank, the fore peak is used as a pump room & the cofferdam is used as a settling tank.

The requirements of Sec. 49 have been complied with except that no ceiling or oil gutterway is fitted in the coal bunkers on the aft side of the cofferdam. A letter from the owners is hereto attached, stating that the present bunkers will not be used while the vessel continues in oil fuel & that if at any time they do desire to use the bunkers, that ceiling & an oil gutterway will be fitted.

Provided no cargo, coal or stores be carried in the bunkers, the large empty cross bunker & step-up in the tank top now provide excellent safety & it is respectfully submitted that the vessel may be classed subject to this condition.

J. S. H.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 106.2 ft., R.Q.D. ✓ ft., Bridge 27.6 ft., Forecastle 27.8 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 it should appear in the Register Book) 2 DKS (STL) & WEB FRAMES

Official No. 214740 ; Signal Letters LGRN

State if Machinery is fitted aft

How are the surfaces preserved from oxidation? Inside

Paint & Cement. Cement in Peaks only, double bottom intended for oil cargo.

Machinery

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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	27.8	217
Double bottom, under Engines and Boilers,	44.6	143	After peak tank,	14.75	78
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	284.75	1589	Other tanks, if fitted,		
	Total capacity of double bottom	1732	(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. 23

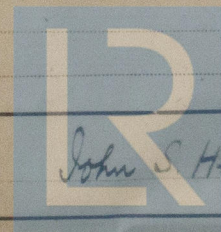
Date 14 Oct 1915.

No. 252 in builder's yard.

DATES OF SURVEYS held while building

1915 Apr 18, 20, 22, 25, May 1, 9, June 1, 7, 13, 28, July 5, 7, 11, 12, 14, 18, 20, 24, 25, 27, 31 Aug 1, 4, 7, 11, 14, 22, 25, 31 Sept 19, 21, 22, 26, Oct 6, 10, 13, 18 Nov 3, 15, 17, 22 Dec 2, 7, 29, 30 1917 Jan 3, 4, 5, 8, 9, 10, 11, 13, 16, 17, 18, 19, 20, 23, 29, 30, 31 Feb 2, 3, 5, 6, 1, 8, 9, 10, 12, 15, 17.

Surveyor's Signature



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Total No. of Visits 73

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