

With ~~or Without~~  
Disconnected Erections.

Standard "B" Vessel  
STEEL STEAMER.

Received at London Office **FR 1918**

Date of completion of report **18 JUL 1918**  
Survey held at **SUNDERLAND**

State if Report is also sent on the Machinery of the Vessel **Yes**  
Port of **SUNDERLAND**  
Date, First Survey **5 Jul 17**  
Last Survey **15 July 1918**

No. **272 88**

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

**STEEL SINGLE SCREW S.S. "WAR SPANIEL"**

Rig **No MASTS.**

TONNAGE under **4791.19**

CLASS **100. A.1.**

FEET.

Master **P. J. Work**

Year of appointment

(1) As Master in service of  
owner of present vessel—1916  
(2) As Master of this  
vessel—1918

Tonnage Deck...

Breadth (greatest moulded) **52.00**

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

Depth, at middle of length from top of keel to top of upper deck beams at side **31.00**

Total under Upper Dk. **163.14**

Transverse Number **83.00**

Do. of Poop **163.14**

Length on deck from fore part of stem to after part of stern post **400**

Do. of Bridge House (Houses in)

Longitudinal Number **33200**

Do. of Forecastle (Houses in)

Depth "d," at middle of length (See Secs. 2 & 13) **18.4**

Do. of Houses on Dk. **143.32**

Proportions—Depths to Length—Upper Deck Beam at side to top of keel **12.90**

Do. of excess of Hatchways **55.35**

" " Long Bridge Deck Beam at side to top of keel **10.20**

Do. above Crown of Engine Room **40.51**

Gross Tonnage **5227.05**

Less Crew Space **228.33**

Less above Crown of Engine Room **40.51**

TONNAGE FOR FEES. **4958.21**

Less Engine Room **1672.66**

Less Navigation Spaces **132.58**

Less Crown of E.P. **40.51**

Age **3193.48**

Destined Voyage **NOT STATED**

Surveyed while Building **AND** Afloat, or in Dry Dock **UNDER SPECIAL SURVEY.**

Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
Do.	400	0	Moulded	52	0	Do.	31	0	Two	Two
Ship per Register, Length 400.0 breadth 52.4 depth 28.5. Moulded depth, ft. 31 ins. 0 To Bridge Dk. Round of Upper Dk. Beam, Actual 13 ins.										
FRAMING.			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
Bars amidships	10	3 1/2	475	10	3 1/2	46				
of Double Bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40				
at intermdt. Bkts	9	3 1/2	42	9	3 1/2	42				
frames from centre to centre amidships	26			26						
from #	26			26						
length to Collision bulkhead	24			24						
in peaks										
FRAME, Angles.			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
of Double Bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40				
at intermdt. Bkts	8	3 1/2	46	8	3 1/2	46				
depth of girder	10			10						
depth and thickness of Floor Plate										
at mid-line for # length amidships										
of Engine and Boiler Spaces										
loss at the ends of vessel										
at 1/2 the half breadth, as per Rule										
extended at the Bilges										
Cell. Double Bottoms.			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
if flanged (top & bottom)	NO			NO						
acing of Solid floors	78			78						
RIDER, in Dbl. bottom, dpth. & thknss.			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
Angles, Top	6	6	66	6	6	66				
Bottom	6	6	66	6	6	66				
to Floors	6	6	66	6	6	66				
ockets at intermdt. frmg., width & thknss	39	42	52.85	39	42	52.85				
ERS, number on each side & thickness			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
state if flanged (top and bottom)	NO			NO						
Angles (top and bottom)	3 1/2	3 1/2	40	3 1/2	3 1/2	40				
to Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40				
LATE, depth (exclusive of flange)	34	48	58.85	34	48	58.85				
and thickness	3 1/2	3 1/2	50	3 1/2	3 1/2	50				
Angle to Outside Plating	3 1/2	3 1/2	40	3 1/2	3 1/2	40				
Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40				
ockets at intermdt. frmg., width & thknss	39	42	52.85	39	42	52.85				
ight of Outside Brackets above at bilge	38			38						
OTTOM PLATING, breadth and thickness of Middle Line Strake			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
in Engine and Boiler space	25	100	48	25	100	48				
Remainder in Holds	42			42						
Upper Deck, Single Angle, Bulb			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
Angle, Plate, Too Bulb, or Channel	9	3 1/2	52	9	3 1/2	52				
way of Long Bridge	9	3 1/2	52	9	3 1/2	52				
acing	26			26						
cond Deck, Single Angle, Bulb			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
Angle, Plate, Too Bulb, or Channel	10	3 1/2	56	10	3 1/2	56				
acing	26			26						
rd and Fourth Deck, Single Angle			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
Angle, Plate, Too Bulb, or Channel	9	3 1/2	52	9	3 1/2	52				
angles on upper edge	26			26						
acing	24	26		24	26					
op Deck, Angle, Bulb Angle, Plate			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
Angle, Plate, Too Bulb, or Channel	8	3	38	8	3	38				
angles on upper edge	26			26						
acing	24	26		24	26					
rdre Deck, Angle, Bulb Angle, Plate			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
Angle, Plate, Too Bulb, or Channel	9	3 1/2	52	9	3 1/2	52				
Angles on upper edge	26			26						
Spacing	26			26						
BEAMS, Forecastle Deck, Angle, Bulb Angle			Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches in Ship	Inches in Ship	Inches per Rule or as Appro.	Inches per Rule Approved.
Angle, Plate, Too Bulb, or Channel	9	3 1/2	46	9	3 1/2	46				
Angles on upper edge	26			26						
Spacing	24	26		24	26					

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



Form No. 1A. WEB FRAMES. FORGINGS or CASTINGS. BULKHEADS. STIFFENERS. PLATING. RIVETING. MASTS, SPARS, &c.

EQUIPMENT No. 34595 LETTER 71 ANCHORS. TONNAGE U.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats 2 Lifeboats 24'0" x 2 Jolly boats 18'0". Steering Gear, Steam Donkin 6". Steering Gear, Hand 18". Pumps, Number 2. Diameter of Barrel 6". State whether they are in efficient working order Yes. Windlass is Engstrom Moller & Thompson 8'0". Engine Room Skylights, How constructed? Of Steel. What arrangements for deadlights in bad weather? Steel plates and bullseyes. Coal Bunker Openings, How constructed? Of Steel. How are lids secured? Cleats and buttons. Height above deck? 30". Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 Scuppers 24" dia. 6 Freeing Ports 24" dia. 4'6" x 1'6". Ceiling in Holds, thickness and material 2 1/2" N. Wood sleepers only. Cargo Battens, thickness and material 1 1/2" N. Wood sleepers only. Cargo Hatchways, How formed? Of Steel. Hatch construction. State size No. 1 Hatch (Forward) 32'6" x 26'0". No. 2 Hatch 34'8" x 26'0". No. 3 Hatch 34'8" x 26'0". No. 4 Hatch 30'4" x 26'0". Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 6 Webs to No. 1 & 2 Hatchways. 5 Webs to No. 3 & 4 Hatchways. No. of Breasthooks 4 and 2. No. of Crutches 2 and 2. Bulwarks, height above deck and description 3'6" 30 Steel plate. Main Rail, material and size 8" x 3" x 38". The foregoing is a correct description. Surveyor's Signature L. S. Richards. Builder's Signature (three only) Messrs. J. & S. Richards. Correspondence, State dates and initials of letters received this case (Reference should be made in any correspondence connected with the case). ALL CORRESPONDENCE RESPECTING STANHOPE "B". 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 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.) This vessel has been built in accordance with the approved plans. The secretaries and controllers' letters and the requirements of the specification. The materials and workmanship are good. The double bottom tanks have been tested to the height of the filling pipes for the carriage of oil. The windlass, steering gear and other deck machinery were tried and found to be working in a satisfactory manner. 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 £ 13.7.18. Special Survey Fee £ 232.6.0. Travelling Expenses, if any £ 6.8.15. State whether the Vessel has been built under Special Survey Yes. I am of opinion this Vessel should be Classed 100 A.1. Steel. L.A. & C.P. With, or without Freeboard, as condition of Class Without. Committee's Minute Character assigned 100 A.1. Lloyd's Arb. P. + L.A.O. 7.18 Th. D. bargo Battens not fitted in Tween Decks carrying Oil Fuel at above 150 T in hold.



GENERAL REMARKS—(continued).

4.

of writing in Surv

VESS

These particulars a

Signal Letters (if any)

Official Number.

142, 475

No., Date, and Port of Prev

Whether British or Foreign Built. Whether and if

British

Number of Decks ...

Number of Masts ...

Rigged ...

Stern ...

Build ...

Galleries ...

Head ...

Framework and descripti

vessel ...

Number of Bulkheads ...

Number of water ballast

and their capacity in to

Total to quarter the depth from weath

to bottom of keel.

No. of sets of Engines.

Description of Engines.

one Tri comp Direct

No. of Shafts.

Particulars of Boilers.

one

Number ...

Iron or Steel ...

Loaded Pressure ...

GROSS TONN

Under Tonnage Deck ...

Space or spaces between De

Turret or Trunk ...

Forecastle ...

Bridge space ...

Poop ...

Side Houses ...

Deck Houses ...

Chart House ...

Spaces for machinery, and li

Section 78 (2) of the Merc

1894 ...

Excess of Hatchways ...

Gross Tonnage

Deductions, as per Contra

Registered Tonnage

NOTE 1.—The tonnage of the eng

Deck for propelling m

NOTE 2.—The undermentioned sp

Open Sp

Open Sp

Name of Master

No. of Owners

Name, Residence, and Desc

This Maj

Ship

Su

DK

Dated 5 Ju

(74343) Wt. 19798 74 (2000 8-

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49.25 ft., R.Q.D. ✓ ft., Bridge 112.66 ft., Forec

(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 should appear in the Register Book) 2 DECKS. 275 BMS.

Official No. 142 475 ; Signal Letters ✓ State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside REPAIR IN C. & B. TANK AND PEAKS AND PAINT. Outside PAINT.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.
Double bottom, aft,	121.33	377	Fore peak tank,	-
Double bottom, under Engines and Boilers,	39.00	159	After peak tank,	-
Double bottom, if under Engines only,	-	-	Deep tank, aft,	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	-
Double bottom, forward,	179.83	601	Other tanks, if fitted,	-
	Total capacity of double bottom	1137	(If necessary, furnish further information by sketch.)	
		340 10	TO HEIGHT OF FILLING PIPES	Yes

\* 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.

Order for Special Survey No. 5304

Date 17.9.17

No. 399 in builder's yard.

DATES of Surveys held while building

1917. 5 July to 15 July 1918 — 129 Visits

Surveyor's Signature

L. S. A. A. A.

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Total No. of V

Lloyd's Register

Foundation