

With or Without

STEEL STEAMER.

Disconnected Erections.

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

Date of completion of report *31st August 1918* Port of *Greenock* No. *17344*
Survey held at *Greenock* Date, First Survey *7th June, 1917* Last Survey *31st August, 1918*

On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer* "WAR BRITON" Rig *Marconi mast only*

TONNAGE under Tonnage Deck... <i>4776.56</i>	CLASS <i>100A.1</i>	FEET.
Do. between Tonnage Dk. and 3rd and 4th Dk. <i>162.68</i>	Breadth (greatest moulded) <i>52.0</i>	
Total under Upper Dk. <i>71.90</i>	Depth, at middle of length from top of keel to top of upper deck beams at side <i>31.0</i>	
Do. of Poop <i>15.81</i>	Transverse Number <i>83.0</i>	
Do. of Bridge House <i>6.44</i>	Length on deck from fore part of stem to after part of stern post <i>400</i>	
Do. of Forecastle <i>132.73</i>	Longitudinal Number <i>33200</i>	
Do. of Houses on Dk. <i>25.06</i>	Depth "d," at middle of length (See Secs. 2 & 13) <i>27.42</i>	
Do. of excess of Hatchways <i>5191.18</i>	Proportions—Depths to Length—Upper Deck Beam at side to top of keel <i>12.9</i>	
Gross Tonnage <i>240.51</i>	Long Bridge Deck Beam at side to top of keel <i>10.27</i>	
Less Crew Space <i>4925.61</i>		
Less above Crown of Engine Room <i>1661.18</i>		
TONNAGE FOR FEES <i>52.47</i>		
Less Engine Room		
Less Navigation Spaces		

Master *Harrison*
Year of appointment *(1) As Master in service of owner of present vessel—101 (2) As Master of this vessel—1918*
Built at *Greenock*
When built *1918* Launched *23/7/18*
By whom built *The Greenock Grangemouth & Co Ltd*
Owners *The Shipping Controller*
Managers *Anglo-Mexican Petroleum Co Ltd*
(Where necessary to be entered in Reg. Book.)
Residence
Port belonging to *Londow*

Register Tonnage as cut on Beam <i>3237.02</i>	Destined Voyage	If Surveyed while Building, Afloat, or in Dry Dock <i>Yes</i>
LENGTH on Deck as per Rule <i>400 0</i>	BREADTH—Moulded <i>52 0</i>	DEPTH, ACTUAL—Top of Floor to top of Upper Dk. Beams <i>28 52</i>
		Second Dk. Beams
		Moulded depth, ft. <i>38</i> ins. <i>112</i>
		To Bridge Dk. Round of Upper Dk. Beam, Actual <i>13</i> ins.
		To Upper Dk.

FRAMING.				PILLARS.			
FRAME, Angles or Bars amidships	Inches in Ship	Inches in Ship	Inches in Ship	PILLARS In 'tween Deck, size and spacing	Inches in Ship	Inches in Ship	Inches in Ship
Do. in peaks	<i>10</i>	<i>32</i>	<i>46</i>	" Hold aft & forward	<i>22</i>	<i>52</i>	<i>22</i>
Do. in way of Double Bottoms at Solid Floors	<i>8</i>	<i>3</i>	<i>38</i>	" Quarter 'tween Dks.,	<i>54</i>	<i>52</i>	<i>54</i>
" at intermdt. Bkts	<i>32</i>	<i>32</i>	<i>40</i>	" in Hold	<i>54</i>	<i>52</i>	<i>54</i>
Spacing of Frames from centre to centre amidships	<i>26</i>	<i>26</i>	<i>26</i>				
" length to Collision bulkhead in peaks	<i>24</i>	<i>24</i>	<i>24</i>				
" in Hold	<i>6</i>	<i>32</i>	<i>42</i>				
REVERSED FRAME, Angles	<i>6</i>	<i>32</i>	<i>52</i>				
Do. in way of Double Bottoms at Solid Floors	<i>32</i>	<i>32</i>	<i>40</i>				
" at intermdt. Bkts	<i>8</i>	<i>3</i>	<i>46</i>				
FRAMING, depth of girder	<i>112</i>	<i>112</i>	<i>112</i>				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							
" in way of Engine and Boiler Spaces							
" thickness at the ends of vessel							
" depth at 1/2 the half breadth, as per Rule							
" height extended at the Bilges							
FLOORS in Cell. Double Bottoms							
" state if flanged (top & bottom)							
" Spacing of Solid floors							
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	<i>43</i>	<i>50</i>	<i>43</i>				
" Angles, Top	<i>6</i>	<i>6</i>	<i>66</i>				
" Bottom	<i>6</i>	<i>6</i>	<i>66</i>				
" to Floors	<i>6</i>	<i>6</i>	<i>46</i>				
Brackets at intermdt. frmg., wdth & thknss	<i>39</i>	<i>42</i>	<i>39</i>				
SIDE GIRDERS, number on each side & thickness	<i>one</i>	<i>42</i>	<i>one</i>				
" state if flanged (top and bottom)							
" Angles (top and bottom)	<i>32</i>	<i>32</i>	<i>40</i>				
" to Floors	<i>32</i>	<i>32</i>	<i>40</i>				
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>40</i>	<i>48</i>	<i>38</i>				
" Angle to Outside Plating	<i>32</i>	<i>32</i>	<i>50</i>				
" Floors	<i>32</i>	<i>32</i>	<i>40</i>				
Brackets at intermdt. frmg., wdth & thknss	<i>39</i>	<i>42</i>	<i>39</i>				
Height of Outside Brackets above at bilge	<i>7.9</i>	<i>above</i>	<i>base</i>				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>70</i>	<i>50</i>	<i>43</i>				
" in Engine and Boiler space	<i>5</i>	<i>56</i>	<i>56</i>				
Remainder in Holds	<i>5</i>	<i>42</i>	<i>42</i>				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>10</i>	<i>32</i>	<i>46</i>				
" In way of Long Bridge Hatchways	<i>8</i>	<i>3</i>	<i>44</i>				
Spacing	<i>26</i>	<i>26</i>	<i>26</i>				
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>50</i>				
Spacing	<i>26</i>	<i>26</i>	<i>26</i>				
BEAMS, 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	<i>8</i>	<i>3</i>	<i>38</i>				
Angles on upper edge							
Spacing	<i>26</i>	<i>26</i>	<i>26</i>				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>32</i>	<i>46</i>				
Angles on upper edge	<i>8</i>	<i>3</i>	<i>38</i>				
Spacing	<i>26</i>	<i>26</i>	<i>26</i>				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>32</i>	<i>46</i>				
Angles on upper edge							
Spacing	<i>26</i>	<i>26</i>	<i>26</i>				

WEB FRAMES. In Fore Body, No. and spacing. No. of Side Stringers. WEB FRAMES, In E. & B. Space, No. and spacing. WEB FRAMES, In After Body, No. and spacing. BRACKET PLATES to Stringers between Web Frames, depth and thickness. BULKHEADS. STIFFENERS. RIVETING. PLATING. STRAKES. BUTTS. THICKNESS OF SHEET PILE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DBLG. OF Flat Plate Keel. SHEERSTRAKES. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. UPPER DECK. STRINGER PLATE. SECOND DECK. STRINGER PLATE. FRAMES extend in one length from Middle Line to Margin. REVERSED FRAMES on floors and frames extend from Middle Line to Margin. MASTS, SPARS, &c. LOWER MAST. MAIN MAST. MIZEN. BOUSPIT. REMAINDER OF SPARS. RIGGING, MATERIAL AND SIZE, STRANDS. SAILS.

EQUIPMENT No. 34503. LETTER 7. ANCHORS. TONNAGE U. K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks. The foregoing is a correct description. Builder's Signature. Correspondence. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c., conform well to each other? from the faying surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. This vessel has been built in accordance with the approved plans the Secretary's letters referring to the case and in general conformity to the Rules for the class contemplated. The Oil Tanks & Oil fuel bunker and double bottom have been tested as required, and all the requirements of the specification for carrying fuel Oil F.P. above 150° F in double bottom as well as in Tanks complied with. The Cabas have been reduced in length as per notice 1304. The amount of Entry Fee. Special Survey Fee. Travelling Expenses. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Glasgow, 3 SEP 1918. Carrying fuel oil in bulk F.P. above 150° F. Lloyd's a.s.p. Fitted for oil fuel 8.18 F.P. above 150° F.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49.5 ft., R.Q.D. — ft., Bridge 112.66 ft., Forecastle 38.5 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 as it should appear in the Register Book) 1 571 (HCO)

Official No. 142619; Signal Letters — State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Paint cement except in oil spaces 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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	125.66	376	Fore peak tank,		123
Double bottom, under Engines and Boilers,	39	157	After peak tank,		150
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	177.83	589	Other tanks, if fitted,		
	Total capacity of double bottom	1122	(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 see report

Order for Special Survey No. 2915.

Date 10th March, 1914.

No. 387 in builder's yard.

DATES OF SURVEYS held while building

(1914) June 7. 13. 15. 20. 22. 25. 27. July 2. 18. 20. 24. 26. 30. Aug. 1. 16. 22. 24. 29. 31. Sept. 4. 7. 12. 14. 20. 24. 27. Oct. 1. 4. 9. 11. 15. 19. 23. 25. 30. Nov. 2. 7. 13. 15. 20. 27. 30. Dec. 4. 6. 13. 17. 20. 25. (1918). Jan. 9. 14. 17. 23. 25. 28. 31. Feb. 6. 11. 15. 18. 21. 25. Mar. 7. 11. 13. 14. 20. 25. 29. Apr. 2. 6. 10. 12. 16. 19. 24. 26. 30. May 2. 6. 7. 8. 9. 13. 17. 18. 20. 22. 24. 29. 30. 31. June 4. 7. 10. 12. 17. 20. 21. 25. 27. July 2. 18. 19. 22. 23. 24. 26. 29. 30. Aug. 2. 6. 7. 8. 9. 13. 14. 19. 21. 26. 28. 29. 31.:-

Total No. of Visits 122.

Surveyor's Signature

J.B. Mares.

Lloyd's Register Foundation