

With or Without

REC'D NEW YORK MAR 8 1919

## STEEL STEAMER.

Received at London Office

MON. 31 MAR. 1919

## Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel *yes.*Date of completion of report *5/2/19.*  
Survey held at *Tanconner B.C.*Port of *Tanconner B.C.* No. *704.*  
Date, First Survey *March 8<sup>th</sup> 1918* Last Survey *February 5<sup>th</sup> 1919*

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

*Single Screw Steamer "War Chief."*Rig *Schooner*TONNAGE under *5140.44*CLASS *100-A1.*

FEET.

Master *A. B. Watson*

Year of appointment

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

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

Breadth (greatest moulded) *54.00*Total under Upper Dk. *161.63*Depth, at middle of length from top of keel to top of upper deck beams at side *29.75*Do. of Poop *124.40*Transverse Number *83.75*Do. of Bridge House *32.64*Length on deck from fore part of stem to after part of stern post *410.45*Do. of Forecastle *220.43*Longitudinal Number *3437.5*Do. of Houses on Dk. *57.56*Depth "d," at middle of length (See Secs. 2 & 13) *17.92*Do. of excess of Hatchways *2.38*Proportions—Depths to Length—Upper Deck Beam at side to top of keel *13.79*Do. above Crown of Engine Room *5742.84*Long Bridge Deck Beam at side to top of keel *10.73*Gross Tonnage *230.34*Less Crew Space *81.83*Less above Crown of Engine Room *564.73*TONNAGE FOR FEES *57.73*Less Engine Room *54.73*Less Navigation Spaces *54.73*Tonnage *4149.58*Destined Voyage *United Kingdom.* If Surveyed while Building, Afloat, or in Dry Dock *Building*

on Deck rule	Feet.	Inches.	BREADTH—		Feet.	Inches.	DEPTH, ACTUAL—		Top of Floors to top of Upper Dk. Beams		Feet.	Inches.	No. of Decks with flat laid		Feet.	Inches.	No. of Tiers of Beams		
410	5 1/2		Moulded	54	0		Do.	do.	do.	do.	Second Dk. Beams	17	7 1/2					Two	
										Moulded depth, ft.	38	ins.	3	To Bridge Dk.	Round of Upper	13 1/2	ins.		
										Moulded depth, ft.	29	ins.	9	To Upper Dk.	Dk. Beam, Actual				
of Ship per Register, Length 410.5 breadth 54.1 depth 27.5																			
FRAMING.										PILLARS.									
Angles, or C or Bars amidships										PILLARS In 'tween Deck, size and spacing									
eaks										Hold									
Way of Double Bottoms at Solid Floors										Quarter 'tween Dks.									
at intermdt. Bkts.										in Hold									
Frames from centre to centre amidships										KEELSONS & STRINGERS.									
length to Collision bulkhead										CENTRE LINE KEELSON, Vertical Plate above									
in peaks										Rider Plate									
ED FRAME, Angles, in peaks										Flat Plate Keel Angles									
Way of Double Bottoms at Solid Floors										Horizontal Plates on Floors									
at intermdt. Bkts.										Angles or Bulb Angles									
G. depth of girder										SIDE KEELSONS, Number									
depth and thickness of Floor Plate										Angles or Bulb Angles									
at mid-line for 1/2 length amidships										Plate above floors, for length									
Way of Engine and Boiler Spaces										Intercoastal Plate, for length									
thickness at the ends of vessel										Attached to outside Plating with Angle									
th at 1/2 the half breadth, as per Rule										BILGE KEELSON, Angles									
ght extended at the Bilges										Intercoastal Plate for length									
in Cell, Double Bottoms										Attached to outside Plating with Angle									
ate if flanged (top & bottom)										SIDE STRINGERS, Number									
acing of Solid floors										Angles									
RDER, in Dbl. bottom, dpth. & thickness										Intercoastal Plate, for full length									
Angles, Top										Attached to outside plating with Angle									
Bottom										Upper Deck Stringer Plate, br'dth & thickness									
to Floors										(clear of Bridge)									
kets at intermdt. frmg., wdth & thkns										br'dth & thickness									
ERS, 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.									
ATE, depth (exclusive of flange)										Thickness (clear of Bridge)									
and thickness										(in way of Bridge)									
Angle to Outside Plating										Wood Deck, Material & thickness									
Floors										Second Deck Stringer Plate, br'dth & thickness									
ets at intermdt. frmg., wdth & thkns										Angles on ditto, No.									
t of Outside Brackets above at bilge										Tie Plates outside Hatchways									
OM PLATING, breadth and										Deck. * Steel, for full lng.									
thickness of Middle Line Strake										Wood Deck, Material & thickness									
in Engine and Boiler space										Third Deck Stringer Plate, br'dth & thickness									
Remainder in Holds										Angles on ditto, No.									
Upper Deck, Single Angle, Bulb										Tie Plates, outside Hatchways									
Angle, Plate, Tee Bulb, or Channel										Deck. * Material and thickness									
in way of Long Bridge										Fourth and Fifth Deck Stringer Plate, breadth & thickness									
spacing										Angles on ditto, No.									
Second Deck, Single Angle, Bulb										Tie Plates outside Hatchways									
Angle, Plate, Tee Bulb, or Channel										Deck. Material & thickness									
spacing										Poop Deck Stringer Plate, breadth & thickness									
Third and Fourth Deck, Single Angle										Angle on ditto									
Bulb Angle, Plate, Tee Bulb, or Channel										Tie Plates									
Angles on upper edge										Deck. Material and thickness									
spacing										Bridge Deck Stringer Plate, br'dth & thickness									
Top Deck, Angle, Bulb Angle, Plate										Angle on ditto									
Tee Bulb, or Channel										Tie Plates									
Angles on upper edge										Deck. Material and thickness									
spacing										Forecastle Deck Stringer Plate, b'dth & th'kns									
MS, Forecastle Deck, Angle, Bulb Angle										Angles on ditto									
Plate, Tee Bulb, or Channel										Tie Plates									
Angles on upper edge										Deck, Material and thickness									
spacing																			



Form No. 1A. WEB FRAMES. In Fore Body, No. and spacing. 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. W.T. BULKHEADS. COLLISION PARTITION. LONGITUDINAL. PLATING. STRAKES. THICKNESS OF SHEET PILE. POOP SIDES. FORECASTLE SIDES. FORGINGS or CASTINGS. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. for Propeller. RUDDER-A x D\* Table 22. Speed. Main-Piece, diameter at head. RUDDER, how constructed. Thickness of Plates or Single Plate. Riveting. BUTTS. STRAPS. IF LAPPED. FRAMES extend in one length from Bilge to Upper deck, alternate to Poop. REVERSED FRAMES on lower deck, extend from top of floors to upper deck, on alternate frames to forecastle deck. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. 35864-73 LETTER Z. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Correspondence. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? 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 of the above dates and in general conformity to the rules for the class contemplated. A copy of the approved Midship Section and longitudinal plans, also forging certificates are herewith enclosed. One transverse bulkhead on the foreward hold has been displaced with, six N. S. Bulkheads are now fitted. A letter dated Aug 30th 1918 from the Owners Representative requesting the omission of the above bulkhead was forwarded with the 1st Entry Report of the sister vessel, S.S. War Camp Hull #12. The double bottom ballast tank in the Engine Room has been cemented as per rule requirements, the dry tank under Boilers and the d & b tanks in the holds have been cement washed only, it being contemplated carrying oil in d & b tanks. 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. Special Survey Fee. Travelling Expenses, if any. 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. 100 A1 subject. Lloyd's A. 46. P. + R. MC 2:19 T. S. W471-0065 2/2



GENERAL REMARKS—(continued).

The length of cables supplied to this vessel is in accordance with the circular N° 1304, as a war emergency measure.

While this vessel was nearing completion at the builders fitting out berth, some damage was found to have been sustained to the bottom shell (through causes unknown) on the Port side. N° 2 Keel plate being badly set up & leaking into N° 4 d.b. tank.

The vessel was placed in Esquimaux Dry Dock, Victoria, on Jan 16<sup>th</sup> 1919, the bottom & rudder examined & the following damage found:— N° 2 Keel plate badly set up & the adjoining Port plate indented, the floor N° 18 in way of same badly buckled.

An indent on the landing edge of S.Y. N° 10 on the Port shell and the after end of the Starboard Bulge Keel badly buckled.

The following repairs were recommended & effected:—

N° 2 Keel Plate off faired & refitted, the adjoining A Str plate on the Port side faired in place; N° 18 Floor (Port) cropped & refitted in way of above, S.Y. & N° 10 Port shell, faired in place.

The after bulb plate of the Starb Bulge Keel out faired & refitted, the upper & lower shell bars on same faired in place.

The Bottom & Rudder repainted.

Damage Repair Fee 30<sup>00</sup>

Expenses 48<sup>00</sup>

including late fees,

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 59'0" ft., R.Q.D. ✓ ft., Bridge 114'75 ft., Forecastle 46'5" 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 when the vessel is first registered) 2 dks (stl)

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

How are the surfaces preserved from oxidation? Inside Paint & Cement. 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. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	145.25	233	Fore peak tank,	21.3	131
Double bottom, under Engines and Boilers,	40.5	349	After peak tank,	25.0	269
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	2. Fresh Water	28
Double bottom, forward,	182.25	692	Other tanks, if fitted,	2. Brackish Tanks	4
Total length 368.0 ft	Total capacity of double bottom 1274		(If necessary, furnish further information by sketch.)	Settling	80

\* 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. 152

Date June 4<sup>th</sup> 1917

No. 5 in builder's yard.

DATES OF SURVEYS held while building

1918: March 8-14-15, Apr 1-10-15-23-30. May 9-20-24-30. June 1-5-7-17-20-24-26. July 4-11-15-18-23-30. Aug 1-3-7-12-13-14-15-17-19-26-27. Oct 3-4-10-24-30. Nov 4-8-12-16-19-21-26-29 Dec 3-9-18-30. 1919: Jan 7-8-9-16-18-19-23-25-27-30. Feb 5.

Surveyor's Signature

Gas & Lloyds Register Foundation