With ~~or Without~~ ~~Dis~~connected Erections.

STEEL STEAMER.

MON. 7-OCT. 1918 Received at London Office

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

No. 27346

Date of completion of report *3rd October 1918.* Port of *Sunderland.*
Survey held at *Sunderland.* Date, First Survey *31 Oct 1917* Last Survey *30th Septbr* 1918
On the (State if Single, Twin, or Triple Screw) *single screw steamer "WAR JEMADAR."* Rig *none. (wireless mast)*

RETAIN

TONNAGE under Tonnage Deck...	
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	4703·43
Do. of Poop	147·09
Do. of ~~R.Q.Dk.~~ *Trunk*	569·08
Do. of Bridge Houses	99·64
Do. of Forecastle	✓
Do. of Houses on Dk.	43·45
Do. of excess of Hatchways	✓
Do. above Crown of Engine Room	✗
Gross Tonnage	5563·02
Less Crew Space	210·74
Less above Crown of Engine Room	✓
...age for Fees..	5352·28
...Engine Room	1480·17
...Navigation Spaces	96·58
...ster Tonnage ...ut on Beam	3475·53

CLASS ✠ *100A.1.*

	FEET.
Breadth (greatest moulded)	52·0
Depth, at middle of length from top of keel to top of upper deck beams at side	31·0
Transverse Number	83·0
Length on deck from fore part of stem to after part of stern post	400·0
Longitudinal Number	33200
Depth "d," at middle of length (See Secs. 2 & 13)	
Proportions—Depths to Length—Upper Deck Beam at side to top of keel	12·9
" " Long Bridge Deck Beam at side to top of keel	10·38

Master *James Donald Jackson.*
Year of appointment (1) As Master in service of owner of present vessel:—1918. (2) As Master of this vessel 1918.
Built at *Sunderland.*
When built *1918.* Launched *29th Augst 1918.*
By whom built *Sir James Laing & Sons*
Owners *The Controller of Shipping.*
Managers *Hunting & Sons* (Where necessary to be entered in Reg. Book.)
Residence *Milburn House, Newcastle on Tyne*
Port belonging to *London.*

Destined Voyage *not stated.* If Surveyed while Building *and* Afloat, ~~or in Dry Dock~~ *yes.*

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.	
...ngth on Deck ...s per Rule....	400	0	BREADTH—Moulded....	52	0	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams / Do. do. do. do. ~~Second Dk. Beams~~	28	6	No. of Decks with flat laid *one.* / No. of Tiers of Beams *two.*

Moulded depth, ft. *38* ins. *6½* To Bridge Dk. Round of Upper Dk. Beam, Actual *13.* ins.
...ensions of Ship per Register, Length *400·0* breadth *52·4* depth *28·5.* Moulded depth, ft. *31* ins. *0* To Upper Dk.

FRAMING. *See Longitudinal Framing.*	Inches in Ship.	Inches in Ship	Inches in Ship.	Inches per Rule Or as	Inches per Rule Appro	Inches per Rule ved.
...ame, ~~Angles, or [or~~ L Bars ~~amidships~~ *in fore & after holds*	8	3	·38	8	3	·38
Do. in peaks L	8	3	·38	8	3	·38
Do. in way of Double Bottoms at Solid Floors *in fore hold*	3½	3½	·40	3½	3½	·40
~~" " " at intermdt. Bkts.~~	*in E & B space. Isherwood system. see Longitudinal Framing.*					
...cing of Frames from centre to centre amidships	*Isherwood system see Longitudinal Framing.*					
" " from ⅛ length to Collision bulkhead		26			26	
" " in peaks..	*24 and to 21 in fore peak.*					
...versed Frame, Angles	*bulb angle frames in fore & after holds*					
Do. in way of Double Bottoms at Solid Floors *fore hold*	3½	3½	·40	3½	3½	·40
~~" " at intermdt. Bkts.~~						
...aming, depth of girder *fore & after holds*		8			8	
...oors, depth and thickness of Floor Plate at mid-line ~~for ½ length amidships~~ *in tunnel recess*	50	to 39	·40	50 to	39	·40
" ~~in way of Engine and Boiler Spaces~~	*Floors flanged on top.*					
" thickness at the ends of vessel *tunnel recess*			·40			·40
" depth at ¾ the half breadth, as per Rule		✓			✓	
" height extended at the Bilges	50	to	39	50	to	39
...oors in Cell. Double Bottoms *fore hold*	*·36. Engine space & Boiler space*					·50
" state if flanged (top & bottom) *no.*						
" Spacing of Solid floors	*fore hold*	26	*E.S. 23½*	*fore hold*	26	*E.S. 23½*
...ntre Girder, in Dbl. bottom, dpth. & thicknss *fore hold & E & B space*	43	40	*E.S.* ·50	43	40	*E.S.* ·50
" " Angles, Top *double fore hold*	3½	3½	·48	3½	3½	·40
" " " Bottom *double*	*E & B. 6 × 6 ·50 (·58 at oil tanks) / F.H. 5*	5	·56	4½	4½	·56
" " " to Floors	*E.S. 6 / F.H. 3½*	*6 × ·44 Boiler space ·54* 3½	·40	3½	3½	·40
~~Brackets at intermdt. frmg., wdth & thknss~~						
...e Girders, number on each side & thickness *fore hold*		one	·36		one	·36
" " state if flanged (top and bottom)		no			no	
" " Angles (top and bottom)	3½	3½	·40	3½	3½	·40
" " " to Floors	3	3	·40	3	3	·40
...rgin Plate, depth (exclusive of flange) and thickness *elsewhere fore hold*	*Engine space 41 × ·48 / fore hold 34 / E & B. 3½ × 3½*	34	·48 / ·50	*B ·58 Boiler space / fore hold*	34	·48
" " Angle to Outside Plating	*F.H.* 4	4	·48	*F.H.* 4	4	·48
" " Floors	*E.S. 6 × 6 × ·44 double at wing / F.H.* 6	6	·46	6	6	·46
~~Brackets at intermdt. frmg., wdth & thknss~~						
" Height of Outside Brackets above at bilge		24			24	
...er Bottom Plating, breadth and thickness of ~~Middle~~ Line Strake	36	·56 E.S.	·56 B.S.	36	·56 E.S.	·56 B.S.
" " in Engine and Boiler space	·48 E.S.	·56 B.S.		·48 E.S.	·56 B.S.	
" " Remainder in Holds *fore*	·44	to	·36	·44	to	·36
...ams, Upper Deck, ~~Single Angle,~~ *fore hold* Bulb Angle. ~~Plate, Tee Bulb, or Channel~~	9	3½	·46	9	3½	·46
" In way of ~~Long Bridge~~ *after hold*	10	3½	·50	10	3½	·50
" Spacing	*every frame forward, alternate frames aft*					
...ams, Second Deck, ~~Single Angle~~ *forward*, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	10	3½	·44	10	3½	·44
" Spacing		*every*		*frame*		
~~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~~	9 / 6	3½ / 3½	·40 / ·40	9	3½	·40
" ~~Angles on upper edge~~						
" Spacing	*every frame.*					
BEAMS, Bridge Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~						
" ~~Angles on upper edge~~	*Longitudinals.*					
" ~~Spacing~~						
BEAMS, Forecastle Deck, ~~Angle~~, Bulb Angle, ~~Plate, Tee Bulb, or Channel~~	9	3½	·46	9	3½	·46
" ~~Angles on upper edge~~						
" Spacing		*every*		*frame.*		

PILLARS.	Inches. Size in Ship.	Inches. Spacing in Ship.	Inches per Rule. Or as	Inches per Rule. Approved.
PILLARS, In 'tween Deck, *forward* size and spacing	3⅜ dia	48	3⅜ dia	48
" " *after* Hold " "	2R. 4½ dia	52	2R. 4½ dia	52
" ~~Quarter 'tween Dks.~~ " "				
" " in ~~Hold~~ *Oil tanks* "	*middle line bulkhead and transverse beams as per plan.*			

KEELSONS & STRINGERS.	Inches in Ship	Inches in Ship.	Inches in Ship.	Inches per Rule Or a	Inches per Rule Appro	Inches per Rule ved.
CENTRE LINE KEELSON, Vertical Plate above ~~floors~~ *base*, Through Plate, ~~or Intercostal Plate~~ *after hold*	43	to 54	·40	43	to 54	·40
" ~~Rider Plate~~ *double top angles*	6	3½	·44	6	3½	·44
" Flat Plate Keel Angles *double*	5	5	·56	4½	4½	·56
" ~~Horizontal Plates on Floors~~						
" ~~Angles or Bulb Angles~~						
SIDE KEELSONS, Number *after hold*	one			one		
" ~~Angles or Bulb Angles~~						
~~" Plate above floors, for length~~						
" Intercostal Plate, ~~for~~ *top flanged 3½* length		·36			·36	
" Attached to outside Plating with Angle	3½	3½	·40	3½	3½	·40
~~BILGE KEELSON, Angles~~						
" Intercostal ~~Plate for~~ length						
~~" Attached to outside Plating with Angle~~						
SIDE STRINGERS, Number *two*						
" " Angle *face*	6	3½	·60	6	3½	·60
" Intercostal Plate, for length		26	·46		26	·46
" Attached to outside plating with Angle	3½	3½	·48	3½	3½	·48
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	70	·70		70 × ·70		
" " " " br'dth & thickness (in way of Bridge)	67	·44		67 × ·44		
" " " Angle (clear of Bridge)	6	6	·56	6 × 6		·56
~~" " Tie Plate at sides of Hatchways~~						
" Deck.* Iron or Steel, for *full* lng.						
" " Thickness (clear of Bridge)		·70			·70	
" " " (in way of Bridge)		·40			·40	
" Wood Deck. Material & thickness *none.*						
Second Deck Stringer Plate, br'dth & thickness *fore hold*	42 × ·44			42 × ·44		
" Angles on ditto, No. *2.*	3½	3½	·44	3½	3½	·44
" ~~Tie Plates outside Hatchways~~						
" Deck.* ~~Iron or~~ Steel, for *fore hold* lng.			·30			·30
" Wood Deck. Material & thickness *none*						
~~Third~~ *Trunk* Deck Stringer Plate, br'dth & thickness	54 × ·70			54	·70	
" Angles on ditto, No. *one (top).*	6 × 6		·56	6 × 6		·56
" ~~Tie Plates, outside Hatchways~~						
" Deck.* Material and thickness *Steel*		·40			·40	
~~Fourth and Fifth Deck Stringer Plate, breadth & thickness~~						
~~" " " Angles on ditto, No.~~						
~~" " " Tie Plates outside Hatchways~~						
~~" " Deck. Material & thickness~~						
Poop Deck Stringer Plate, breadth & thickness	35		·30	35		·30
" Angle on ditto	3½	3½	·34	3½	3½	·34
" ~~Tie Plates~~						
" Deck. Material and thickness *Steel*		·25			·25	
Bridge Deck Stringer Plate, br'dth & thickness	55		·54	55		·54
" Angle on ditto	6 × 6		·50	6 × 6		·50
" ~~Tie Plates~~						
" Deck. Material and thickness *Steel*		·40			·40	
Forecastle Deck Stringer Plate, b'dth & th'kns	36		·30	36		·30
" Angle on ditto	3½	3½	·34	3½	3½	·34
" ~~Tie Plates~~						
" Deck. Material and thickness *Steel*			·30			·30

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

Form No. 1A.—1m,1,13. T.

WLR7-0338/1/1(2)

© 2019 Lloyd's Register Foundation

WEB FRAMES.	Inches in Ship.	Inches in Ship.	Inches per Rule. Or as Approved.	Inches per Rule. Or as Approved.
WEB-FRAMES, In Fore Body, No. and spacing	5 @	8-8	5 @	8-8
" " " brdth. & thickness	20	·42	20	·42
" No of Side Stringers " "	2	20 × ·42	2.	20 × ·42
WEB-FRAMES, In E. & B. Space, No. & spacing / " " " brdth. & thickness	Isherwood System, see longitudinal framing.			
WEB-FRAMES, In After Body, No. and spacing	2 @	10-10	2 @	10-10
" " " brdth. & thickness	26	·46	26	·46
" No. of Side Stringers " "	2	26 ·46	2	26 ·46
" Size of Face Angles to **Web-Frames**	6 × 3½ × ·6		6 × 3½ × ·60	
BRACKET PLATES to Stringers between Web Frames, depth and thickness	15	·42	15	·42

BULKHEADS.	Number. Vessel.	Number. Per Rule.	Thickness. Inches.	Stiffeners Horizontal. Size. Inches.	Horizontal. Spacing. Inches.	Vertical. Size. Inches.	Vertical. Spacing. Inches.	Single or Double Frames.	Height up, state deck.
W.T. BULKHEADS (after peak 7 & 12)	3		·40-·30	2 d. f. flat	96	6 × 3 × ·4	24	Single	upper dk.
OIL. T. "	8		·50-·40	12 × 3½ × 3½ × ·5 / 6 × 3 × ·4	30	4 webs in bhd	90	double	Trunk "
W.T. Stokehold Bhd 53.			·44-·26	8 × 3 × 3½ × ·5 / 6 × 3 × ·3½	30	3 webs	180	Single	Trunk dk.
" **COLLISION** " 88			·40-·30	2 Semi-box beams	72	6 × 3 × ·4	24	Single	upper
PARTITION "									
LONGITUDINAL "			·48-·40	12 × 3½ × 3½ × ·5 / 7 × 3½ × ·4	30	webs 24 × ·4	123	double	Trunk dk.

Are the outside Plates doubled two spaces of Frames in length? no. brackets in lieu.

Are the ~~Sluice Valves and~~ Watertight Doors in efficient working order? yes.

FORGINGS ~~or CASTINGS.~~	Inches in Ship.	Inches per Rule. Or as Approved.
KEEL, Bar, depth and thickness	Flat plate keel.	
STEM, moulding and thickness rolled bars	10½ × 2¾	10½ × 2¾
STERN-POST for Rudder do. do.	9 × 4½	9 × 4½
" for Propeller	10½ × 4½	10½ × 4½
RUDDER—A×D* Table 22. Speed 12	154 × 3·2 -	493
" **Main-Piece,** diameter at head	10	10
" " at heel	7½	7½

RUDDER, how constructed Forging with arms shrunk on and keyed.

" Thickness of Plates or Single Plate 1·10

Can the Rudder be unshipped afloat? yes.

Manufacturer's name or trade mark of the ~~Iron or~~ Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.? Open hearth steel. Bolckow Vaughan & Co. Consett Iron Co. South Durham Steel & Iron Co for plates and Cargo Fleet, Consett, Dorman Long & Co, Frodingham and Palmers S & I Co for angles.

Has the Steel been tested as required by the Rules? yes.

PLATING. / RIVETING.

Upper EDGES, Ordinary or joggled? ordinary

STRAKES.	As in Ship Amidship Breadth (Inches)	As in Ship Amidship Thickness (Inches)	Forward Thickness (Inches)	Aft Thickness (Inches)	Per Rule Amidship Breadth (Inches)	Per Rule Amidship Thickness (Inches)	Edges Single or Double	Edges Breadth of Lap (Inches)	Edges Rivets Diam. (Inches)	Edges Rivets Spacing cr. to cr. (Inches)	Butts Double or Treble and for what Length	Butts Rivets Diam. (Inches)	Butts Rivets Spacing cr. to cr. (Inches)	Straps Breadth (Inches)	Straps Thickness (Inches)	If Lapped Breadth (Inches)	If Lapped For what Length (Feet)
FLAT PLATE KEEL (If Bar Keel, state Riveting.)	47	·94	·66	·66	47	·94	double	6¾	1⅛	4	5R for ¾	1⅛	4⅛	–	–	20	full
GARBOARD or A Strake	67	·60	·60	·64	67	·60	"	5¼	7/8	3½	3R full	7/8	3½	–	–	9	"
B "	67	·60	·48	·64	67	·60	"	"	"	"	"	"	"	–	–	"	"
C "	67	·60	·50	·74	67	·60	"	"	"	"	"	"	"	–	–	"	"
D "	63	·60	·52	·62	63	·60	"	"	"	"	"	"	"	–	–	"	"
E "	63¾	·60	·54	·58	63¾	·60	"	"	"	"	"	"	"	–	–	"	"
F "	60	·60	·56	·62	60	·60	"	"	"	"	"	"	"	–	–	"	"
G "	68	·60	·44	·62	68	·60	"	"	"	"	"	"	"	–	–	"	"
H "	67¾	·60	·44	·62	67¾	·60	"	"	"	"	"	"	"	–	–	"	"
J "	68	·60	·44	·44	68	·60	"	"	"	"	"	"	"	–	–	"	"
K "	68	·60	·44	·44	68	·60	"	"	"	"	"	"	"	–	–	"	"
Upper dk sheer L "	70	·60	·48	·46	70	·60	"	"	"	"	"	"	"	–	–	"	"
Bridge dk sheer M "	73	·60	·40	·38	73	·60										"	
N "																	
O "																	
P "																	
Q "																	
R "	A & B strakes from forward oil bulkhead																
S "	to collision bulkhead ·64 thick.																
T "																	
U "																	
V "																	
W "																	
TH'KNESS OF SH'RSTRAKE CLEAR OF LONG BRIDGE*		·84				·84	✓				4 R	1	4	–	–	14	full
DO. OF STRAKE BELOW		·70				·70	double	6	1	3½	"	1	4	–	–	14	full
DBLG. OF ~~FLAT PLATE KEEL~~																	
— " — Sheerstrakes Length and thickness.	at Ends of bridge, increased to 1·0 in lieu of doubling																
POOP SIDES				·38		·38	single	3	7/8	3½	2.R.	3/4	2⅝	–	–	5	full
~~SHORT BRIDGE SIDES~~				✓													
FORECASTLE SIDES			·40			·40	single	3	7/8	3½	2.R.	3/4	2⅝	–	–	5	full

Write "Bridge Sheer Strake" and "Upper Deck Sheer Strake" opposite the corresponding letter.

State actual thickness in way of Double Bottom.

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.

Upper Deck Stringer Plate { **Butts,** 4.R. riveted for half length amidship. **~~Straps,~~** ~~single, double or~~ overlapped for full length amidship.

Second Deck Stringer Plate { **Butts,** 2.R. riveted for full length amidship. **~~Straps,~~** ~~single or~~ overlapped for full length amidship.

Butts of Side Stringers ✓ riveted.

" **Tie Plates** ✓ riveted.

Inner Bottom Plating, riveting of **Edges** 2R. & 1R. **Butts** 2R. & 1R.

Centre Girder Butts, 3.R. riveted **Keelson Butts,** ✓ riveted.

Frames, in fore & after holds riveted through Plates with 7/8 in. Rivets, about 6 apart.

Rivets, state whether Iron or Steel iron

FRAMES extend in one length from (in after hold) middle line to tunnel recess flat and from there to deck. State if ordinary or joggled joggled.
(" in fore hold ") " " margin and from there to deck.
REVERSED FRAMES on floors and frames extend from middle line to tank top line in fore hold.
State if ordinary or joggled joggled

MASTS, SPARS, &c.

	Material.	Total Length.	Diameter and Thickness. At Partners.	Heel.	Hounds.	Head.	No. of Plates in round.	Angles. Number.	Angles. Size.	Riveting. Seams.	Riveting. Butts
LOWER MASTS { Wireless Fore mast	steel	45-6	18 × ·30	18 × ·30		16 × ·26	2	none		single	double.
~~Main~~											
~~Mizen~~											

~~Bowsprit~~

Topmasts, ~~Yards and Remainder of~~ **Spars** **Stays** 3" s.w.

Rigging, Material and Size, **Shrouds** ✓

Sails. ✓ Suit of ✓ **Sails,** and the following spare sails ✓

Form No. 12.

EQUIPMENT No. 35504. **LETTER** Z. **ANCHORS.** **TONNAGE U. DK. OR PLATING No. FOR TRAWLERS**

Number of Certificate.	Anchors.	Weight, Ex. Stock Cwts.	qrs.	lbs.	Weight of Stock Cwts.	qrs.	lbs.	Test, per Certificate Tons.	cwts.	qrs.	lbs.	Weight Required by Table 31. Cwts.	qrs.	lbs.	Description of Anchor. (If Patent state Name of Patentee.)	Makers.	Where and when tested and Superintendent. (If Stockless, state Mechanical Tests.)
23097	1st Bower	64	3	0	✓			50	17	2	0	63	3	0	Byers Stockless	not stated	S-ld. 19-6-18. L. Haffner
23061	2nd "	64	0	14	✓			50	12	2	0	63	3	0	"	"	" 8-6-18. "
23014	3rd "	55	1	14	✓			45	12	0	21	54	2	0	"	"	" 27-5-18. "
	4th "											mechanical	tests	by	J. E. Sealy and	C. C. Wilks.	
	Collective weight	184	1	0							✓	182	0	0			
79204	Stream	17	1	16	5	0	10	18	12	2	0	17	2	0	ordinary	N. Hingley & Sons	N-ton. 14-3-18. H. Green.
	Kedge	not supplied.															

CHAIN CABLES.

Number of Certificate.	Length supplied. Fathoms.	Diam. Ins.	Test per Certificate Statutory. Tons.	Breaking. Tons.	Weight of Chain Cable Supplied. Cwts. qrs. lbs.	Per Rule. Cwts. qrs. lbs.	Length per Table 31. Fathoms.	Diam. Ins.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
61989	105	2¼	91⅛	127½	267-1-2	265-1-13½	105	2¼	stud link	N. Hingley & Sons	N-ton. 12-3-18. H. Green
61990	105	2¼	91⅛	127½	267-2-0	265-1-13½	105	2¼	"	"	" 14-3-18. "
	210	✓	✓	✓							
~~Iron~~ Stream ~~Chain or~~ Steel Wire	90	Cir. 4¾		47	✓		90	Cir. 4¾	steel wire		

HAWSERS AND WARPS.

Material	Length and Size supplied. Length. Fathoms.	Cir. Ins.	Breaking Test of Steel Wire Towline. Tons.	Length and Size per Table 31. Length. Fathoms.	Cir. Ins.
TOWLINE	120	5	59	120	5
HAWSERS & WARPS	90	2¾	15½	90	2¾
" "	90	2¾	15½	90	2¾
" "	90	2½	12½	90	2½
	90	2½	12½	90	2½

Boats 2 lifeboats 28-0, 2 dinghys 18-0. **Steering Gear, Steam** Hastie & Co **Steering Gear, Hand** none, relieving tackle & other means of steering.

Pumps, Number dispensed with (except to chain locker) **Diameter of Barrel** 3½ State whether they are in efficient working order yes.

Windlass is steam Emerson Walker & Thompson Bros. **Capstan** none.

Engine Room Skylights.—How constructed? steel plates & angles. What arrangements for deadlights in bad weather? steel flaps & bulls eyes.

Coal Bunker Openings.—How constructed? plates and angles. How are lids secured? battens & cleats Height above deck? 1-6.

Number of **Scuppers,** and numbers and dimensions of **Freeing Ports, &c.** Six scuppers each side, open bulwarks.

Ceiling in Holds, thickness and material none, on tank top 2½ w.w. on tank knees fore **Cargo Battens,** thickness and material none

Cargo Hatchways.—How formed? plates and angles **Hatches,** If strong and efficient? yes.

State size **No. 1 Hatch** (Forward) 23-0 × 18-0. No 2 two @ 7-0 × 8-3. No 3, two @ 17-0 × 8-3. No 4 two @ 6-0 × 8-3. No 5, two @ 19-6 × 8-3. No 6 two @ 17-3 × 8-3. No 7 one 13 × 18. ~~No. 2 Hatch~~ ~~No. 3 Hatch~~ ~~No. 4 Hatch~~

Number of **Web Plates,** ~~Shifting Beams and Fore and Afters~~ to ~~each~~ Hatch 4 to No 1 and 2 to No 7. No 2 to 6 inclusive Oil hatches, no webs.

No. of Breasthooks five **No. of Crutches** deep floors

Bulwarks, height above deck and description none, rails and stanchions. Main Rail, material and size ✓

The foregoing is a correct description.
SIR JAMES LAING & SONS, LIMITED.
Builder's Signature (here only) Hugh Laing

Surveyor's Signature S. Nuthall.
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (*Reference should be made in any correspondence connected with the case*)

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? frames joggled, no liners. 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 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 and the rules. The materials and workmanship are good. As a war emergency measure the length of the cable has been reduced as per circular No 1304 and the Downton pump and kedge anchor have been dispensed with as per the Secretary's letter dated 10-8-17. The vessel is of the 8000 ton tanker Z class, with transverse framing in fore, after holds, and peaks, longitudinal framing elsewhere, and is designed to carry oil in bulk. The oil tanks and oil fuel bunker have been tested (on the stocks) in accordance with the Secretary's letter dated 10-6-18.

A midship section (as built) and forging reports are forwarded herewith.

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~~ £15 : 0 : 0
~~Special Survey Fee~~ Special fee £476 : 8 : 0
Travelling Expenses, if any £ ✓
Fees applied for, 1.10 1918
Received by me. 11.10 1918
14.10.18

Certificate to be sent to SUNDERLAND. *Date of issue* 14.10.18

State whether the Vessel has been built under Special Survey yes.

I am of opinion this Vessel should be Classed ✠ 100A1. Carrying oil fuel in bulk FP 150°F.

With, or without Freeboard, as condition of Class

S. Nuthall.
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute TUE. 8-OCT. 1918

Character assigned 100A1
Carrying oil fuel in bulk FP above 150°F
Lloyd's RMC P.
+ LMC 9.18. F.D.
fitted for oil fuel 9.18. F.P. above 150°F.
Centre Stiel.

The Surveyors are requested not to write on or below the Committee's Minute.

© 2019 Lloyd's Register Foundation
W497-0331(212)

S.S. "War Jemadar."

SUNDERLAND RPT. NO. 27346

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS & THROUGHOUT. OIL TANKS. In Ship.	ENDS. AMIDSHIPS. E & B SPACE. In Ship.	AMIDSHIPS & THROUGHOUT. OIL TANKS. Per Rule or as approved.	ENDS. AMIDSHIPS. E & B SPACE. Per Rule or as approved.	RIVETING IN OIL TANKS. Rivets in Longitudinl. Frames. Diam.	Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads. Number.	Diameter. Inches.
	Ins. Ins. Ins.	Ins. Ins. Ins.	Ins. Ins. Ins.	Ins. Ins. Ins.	Ins.	Ins.			
Framing of L, L or C	L & C	L	L & C	L					
Frames in Bridge 'tween Decks	9 3½ ·44	9 3½ ·44	9 3½ ·44	9 3½ ·44	⅞	5¼	5¼	4	⅞
Frames from Uppermost Continuous Deck No. 1	. . .	. . .	. . .	. . .				8	
" 2	. . .	. . .	. . .	. . .				8	
" 3	. . .	. . .	. . .	. . .				8	
" 4	. . .	Bunker flat	. . .	Bunker flat				8	
" 5	10 3½ ·44	9 3½ ·44	10 3½ ·44	9 3½ ·44			3 15/16 ✓	8	
" 6	. . ✓·46	. . .	. . ·46	. . .				8	
" 7	. . ✓·50	. . .	. . ·50	. . .				8	
" 8	12 3½ 3½ ·50	10 3½ ·44	12 3½ 3½ ·50	10 3½ ·44				10	
" 9	. . ✓	. . ✓·50	. . .	. . ·50				10	
" 10	. . .	. . ✓·54	. . .	. . ·54			3 1/16	10	
" 11	. . .	9 3½ ·44	. . .	9 3½ ·44				16 ✓	
" 12	15 4 4 ✓·63	. . .	15 4 4 ·63	. . .			3 15/16	16	
" 13		margin plate		margin plate				✓	
" 14									
" 15 (Bottom Longitudinals)	15 4 4 ·63	9 3½ ✓·44	15 4 4 ·63	9 3½ ·44	⅞	5¼	3 15/16	13	⅞
" 16									
Spacing of Longitudinal Frames — Amidships	30 ✓	30	30	30			an additional rivet to those in aft. body oil tanks.		
Spacing of Longitudinal Frames — At Ends	30	30	30	30					
Double Bottoms L, L or C — Tank Top Longitudinals	✓	8-3-·375-4⅞ ✓	✓	8-3-·375-4⅞	⅞	5¼			
Double Bottoms L, L or C — Bottom "	✓	9 3½ ✓·44		9 3½ ·44	-	-			
Spacing of Longitudinals — Amidships		30 ✓		30					
Spacing of Longitudinals — At Ends		30 ✓		30					

Transverses.		AMIDSHIPS & THROUGHOUT. OIL TANKS. In Ship.	ENDS. AMIDSHIPS. E & B SPACE. In Ship.	AMIDSHIPS & THROUGHOUT. OIL TANKS. Per Rule or as approved.	ENDS. AMIDSHIPS. E & B SPACE. Per Rule or as approved.	Rivets in Lugs to Shell. Diam.	Spacing.
		Ins. Ins. Ins.	Ins. Ins. Ins.	Ins. Ins. Ins.	Ins. Ins. Ins.	Ins.	Ins.
In Bridge 'tween Decks	Depth and Thickness		18 ·40 ✓		15 ·40		
	Face Angles		3½ 3½ ✓·44		3½ 3½ ·44		
	Lugs to Shell* joggled		3½ 3½ ✓·40		3½ 3½ ·40	⅞	4⅜
In ~~Awning, Shelter or~~ Upper 'tween Decks.	Depth and Thickness		27 ·50 ✓		27 ·50		
	Face Angles L		9 3½ ✓·50		9 3½ ·50		
	Lugs to Shell* joggled		6 6 ✓·46		6 6 ·46	⅞	3 15/16
In Hold.	Depth and Thickness	31 ✓·46	27 ·50 ✓	31 ·46	27 ·50		
	Face Angles	9 ✓3½ ·66	9 3½ ✓·50	9 3½ ·66	9 3½ ·50		
	Lugs to Shell* joggled	6 ✓6 ·46	6 6 ✓·46	6 6 ·46	6 6 ·46	⅞	3 15/16
	Brackets	✓·46	·50 ✓	·46	·50		
Spacing of Transverse Frames		9-08 ✓10-3	12-08 ✓11-1½	9-0 & 10-3	12-0 & 11-1½		

* State if joggled or liners.

Longitudinal Beams of L, L or C		Spacing.	In Ships. Plate.	In Ships. Angles.	As approved. Plate.	As approved. Angles.
L	Bridge Deck	36-39	11 × ·38	6-3½-4	11 × ·38	6-3½-4
L	~~Awg. or Shltr.~~ TRUNK Dk.	30	18 × ·40	5 ✓ Flange	18 × ·40	5 Flange
L	Upper "	-	18 × ·40	✓ 4-3-·40	18 × ·40	4-3-·40
L	Second "	-	10 × ·60		10 × ·60	
	~~Third~~		12-3½-3½-·6 ✓		12-3½-3½-·60	

Transverse Beams. STRONG BEAMS IN OIL TANKS.

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—*This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.*

5c.12,15. T.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 49·4 ft., ~~R.Q.D.~~ ft., Bridge 120·0 ft., Forecastle 39·0 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated poop and forecastle are joined to bridge by a trunk.

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 should appear in the Register Book*) 1 D^K (Str.) 2 TR BKTS. F. FRAMES. PART LONGITUDINAL & TRANSVERSE FRAMING.

Official No. 142,650. ; Signal Letters

State if Machinery is fitted aft NO.

How are the surfaces preserved from oxidation? Inside Cement in E & B and fore tank also in peaks. Bituminastic enamel in Bunkers (coal) Nothing on Oil tanks, paint or cement wash elsewhere. Outside paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Double bottom forward E & B spaces. Otherwise Longitudinal

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, none		
Double bottom, under Engines and Boilers,	59·1	251
Double bottom, if under Engines only, ✓		
Double bottom, if under Boilers only, ✓		
Double bottom, forward,	49·8	64
	Total capacity of double bottom	315

Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Fore peak tank, none.		
After peak tank, none.		
Deep tank, aft, none.		
Deep tank, forward, none.		
Other tanks, if fitted, ✓		
(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. 5308

Date 20.9.17

No. 672 in builder's yard.

Dates of Surveys held while building: 1917. Oct. 31 Nov. 14. 21. 27. 28. Dec. 10. 14. 19. 28. Jan. 15. 22. 29. Feb. 1. 19. 28. Mar. 7. 11. 18. 25. Apr. 4. 5. 9. 10. 15. 23. May 2. 14. 22. 31. Jun. 12. 18. 25. Jul. 1. 2. 4. 5. 12. 22. Aug. 3. 8. 9. 10. 12. 13. 14. 15. 16. 19. 20. 21. 23. 27. 28. Sep. 9. 17. 18. 20. 23. 24. 26. 27. 30.

Total No. of Visits 64.

Surveyor's Signature S. Turnbull.

© 2019 Lloyd's Register Foundation