

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office

Date of completion of report  
Survey held at *Glasgow*

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

Port of *Glasgow*  
Date, First Survey *4. April 1918*

Last Survey *3. Nov. 1918*

No. *38317*

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

*Single S.S. "WAR ARYAN"*

Master *R. Parker*

Year of appointment

(1) As Master in service of vessel  
(2) As Master of this vessel

TONNAGE under

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

Total under Upper Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecastle

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES

Less Engine Room

Less Navigation Spaces

Less Crew Spaces

Register Tonnage

as cut on Beam

CLASS *100 A.I. carrying*

oil in bulk, F.P. above 150° Fahr.

breadth (greatest moulded)

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

Transverse Number

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

Longitudinal Number

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

Proportions—Depth to Length—Upper Deck Beam at side to top of keel

Long Bridge Deck Beam at side to top of keel

Destined Voyage

FEET.

52.0

31.0

83.0

400

33200

27.41

12.90

10.26

Built at *Glasgow*

When built *1918*

By whom built *Harland & Wolff Ltd.*

Owners *The Controller of Shipping*

Managers *The Anglo-American Oil Coy. Ltd.*

Residence *London*

Port belonging to *London*

If Surveyed while Building, Afloat, in Dry Dock

Yes

LENGTH on Deck as per Rule

400

BREADTH

Moulded

52

DEPTH, ACTUAL

Do.

28

Top of Floors to top of Upper Dk. Beams

Second Dk. Beams

Moulded depth, ft. 38 ins. 11 1/2

Moulded depth, ft. 31 ins. 0

To Bridge Dk.

To Upper Dk.

No. of Decks with flat laid

No. of Tiers of Beams

Round of Upper Dk. Beam, Actual

13 ins.

Dimensions of Ship per Register. Length 400.5 breadth 52.3 depth 28.5

### FRAMING.

FRAME, Angle, Bars amidships

Do. in peaks

Do. in way of Double Bottoms at Solid Floors

Do. at intermdt. Bkts.

Frames from centre to centre amidships

length to Collision bulkhead

in peaks

3D FRAME, Angles, *craft in E+B*

way of Double Bottoms at Solid Floors

Do. at intermdt. Bkts.

G. depth of girder

depth and thickness of Floor Plate

at mid-line for length amidships

way of Engine and Boiler Spaces

thickness at the ends of vessel

Depth at 3/4 the half breadth, as per Rule

Height extended at the Bilges

S in Cell. Double Bottoms

state if flanged (top & bottom)

Spacing of Solid floors

EGIRDER, in Dbl. bottom, dpth. & thknss.

Angles, Top

Bottom

to Floors

Brackets at intermdt. frmg., wdth & thknss

GIRDERS, number on each side & thickness

state if flanged (top and bottom)

Angles (top and bottom)

to Floors

GIN PLATE, depth (exclusive of flange)

and thickness

Angle to Outside Plating

Floors

Brackets at intermdt. frmg., wdth & thknss

Height of Outside Brackets above at bilge

ER BOTTOM PLATING, breadth and thickness of Middle Line Strake

in Engine and Boiler space

Remainder in Holds

BEAMS, Upper Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

In way of Long Bridge

Spacing

BEAMS, Second Deck, Single Angle, Bulb

Angle, Plate, Tee Bulb, or Channel

Spacing

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

Angles on upper edge

Spacing

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel

Angles on upper edge

Spacing

### PILLARS.

PILLARS In 'tween Deck, size and spacing

Hold

Quarter 'tween Dks.

in Hold

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above

floors, Through Plate, or Intercoastal Plate

Rider Plate

Flat Plate Keel Angles

Horizontal Plates on Floors

Angles or Bulb Angles

SIDE KEELSONS, Number

Angles or Bulb Angles

Plate above floors, for

Intercoastal Plate, for

Attached to outside Plating with Angle

BILGE KEELSON, Angles

Intercoastal Plate for

Attached to outside Plating with Angle

SIDE STRINGERS, Number

Angle

Intercoastal Plate, for

Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness

(clear of Bridge)

br'dth & thickness

(in way of Bridge)

Angle (clear of Bridge)

Tie Plate at sides of Hatchways

Deck, Steel, for

Thickness (clear of Bridge)

(in way of Bridge)

Wood Deck, Material & thickness

Second Deck Stringer Plate, br'dth & thickness

Angles on ditto, No.

Tie Plates outside Hatchways

Deck, Steel, for

Wood Deck, Material & thickness

Third Deck Stringer Plate, br'dth & thickness

Angles on ditto, No.

Tie Plates, outside Hatchways

Deck, Material and thickness

Fourth and Fifth Deck Stringer Plate, br'dth & thickness

Angles on ditto, No.

Tie Plates outside Hatchways

Deck, Material & thickness

Poop Deck Stringer Plate, breadth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Bridge Deck Stringer Plate, br'dth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

Forecastle Deck Stringer Plate, br'dth & thickness

Angle on ditto

Tie Plates

Deck, Material and thickness

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



WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches in Ship.			
Inches per Rule.				Inches per Rule.			
WEB FRAMES, In Fore Hold No. and spacing				KEEL, Bar, depth and thickness			
3 8-8 3 8-8				Flat plate keel			
36 56 36 56				10 1/2 x 2 3/4 10 1/2 x 2 3/4			
No. of Side Stringers				STEM, moulding and thickness			
ONE ONE				Cast Steel 9 x 7 1/2 9 x 7 1/2			
WEB FRAMES, In E. & B. Space, No. and spacing				STERN-POST for Rudder do. do.			
30 50 30 50				10 1/2 x 7 1/2 10 1/2 x 7 1/2			
"DEEP OIL TANKS" brdth. & thickness				" for Propeller			
One in each tank				458 458			
WEB FRAMES, In " " brdth. & thickness				RUDDER-A x D* Table 22. Speed under 12 kts.			
36 46 36 46				458 458			
No. of Side Stringers				Main-Piece, diameter at head			
ONE ONE				10 10			
Size of Face Angles to Web-Frames in Tanks 9 x 3 1/2 x 5 1/2 9 x 3 1/2 x 5 1/2				" at heel			
24 46 24 46				7 1/2 7 1/2			
BRACKET PLATES to Stringers between Web Frames, depth and thickness. In Tanks				RUDDER, how constructed			
30 50 30 50				Forged frame single plate			
"Do. in Fore Hold				Thickness of Single Plate			
30 50 30 50				1-10			
BULKHEADS.				Can the Rudder be unshipped afloat?			
Number, Thickness, Horizontal, Vertical, Single or Double, Height up, state deck.				Yes.			
W.T. BULKHEADS				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.?			
11 11				Open Hearth Process.			
Aft. Peak				David Colville & Sons Ltd.			
On frame 34				Stewart & Lloyd Ltd.			
" COLLISION "				The Steel Company of Scotland Ltd.			
PARTITION "				Has the Steel been tested as required by the Rules?			
LONGITUDINAL, in way of deep oil tanks as per approved plan.				Yes.			
Are the outside Plates doubled two spaces of Frames in length?				Crackets in line.			
Yes							
Are the Watertight Doors in efficient working order?							
Yes							
PLATING.				RIVETING.			
AS IN SHIP.				EDGES, Ordinary or Joggled?			
PER RULE OR AS APPROVED.				Ordinary			
STRAKES.				BUTTS.			
AMIDSHIP.				RIVETS.			
Breadth, Thickness, Thickness, Thickness.				Diam. Spacing or to or Length.			
Inches, Inches, Inches, Inches.				Inches, Inches, Inches, Inches.			
FLAT PLATE KEEL				Double 6 1/4 1 1/2 4 3/4			
GARBOARD OR A STRAKE				2 1/2 1 1/2 4 3/4			
B				2 1/2 1 1/2 4 3/4			
C				2 1/2 1 1/2 4 3/4			
D				2 1/2 1 1/2 4 3/4			
E				2 1/2 1 1/2 4 3/4			
F				2 1/2 1 1/2 4 3/4			
G				2 1/2 1 1/2 4 3/4			
H				2 1/2 1 1/2 4 3/4			
J				2 1/2 1 1/2 4 3/4			
K				2 1/2 1 1/2 4 3/4			
L				2 1/2 1 1/2 4 3/4			
M				2 1/2 1 1/2 4 3/4			
N				2 1/2 1 1/2 4 3/4			
O				2 1/2 1 1/2 4 3/4			
P				2 1/2 1 1/2 4 3/4			
Q				2 1/2 1 1/2 4 3/4			
R				2 1/2 1 1/2 4 3/4			
S				2 1/2 1 1/2 4 3/4			
T				2 1/2 1 1/2 4 3/4			
U				2 1/2 1 1/2 4 3/4			
V				2 1/2 1 1/2 4 3/4			
W				2 1/2 1 1/2 4 3/4			
X				2 1/2 1 1/2 4 3/4			
Y				2 1/2 1 1/2 4 3/4			
Z				2 1/2 1 1/2 4 3/4			
THICKNESS OF SHEET PILE				Double 6 1/4 1 1/2 4 3/4			
CLEAR OF LONG BRIDGE				2 1/2 1 1/2 4 3/4			
DO. OF STRAKE BELOW				2 1/2 1 1/2 4 3/4			
DBLG. of Flat Plate Keel				2 1/2 1 1/2 4 3/4			
Sheerstrakes				2 1/2 1 1/2 4 3/4			
Length and thickness				2 1/2 1 1/2 4 3/4			
POOP SIDES				2 1/2 1 1/2 4 3/4			
SHORT BRIDGE SIDES				2 1/2 1 1/2 4 3/4			
FORECASTLE SIDES				2 1/2 1 1/2 4 3/4			
Upper Deck				Butts, riveted for 3/5 length amidship.			
Stringer Plate				Butts, riveted for 3/5 length amidship.			
Second Deck				Butts, riveted for 3/5 length amidship.			
Stringer Plate				Butts, riveted for 3/5 length amidship.			
FRAMES extend in one length from				State if ordinary or joggled			
REVERSED FRAMES on floors and frames extend from				State if ordinary or joggled			
Double in engine space to girders outside engine part. Double under boiler beams.				State if ordinary or joggled			
MAST, SPARS, &c.				MAST, SPARS, &c.			
Material, Total Length, Diameter and Thickness, No. of Plates in round, ANGLE, Riveting.				Material, Total Length, Diameter and Thickness, No. of Plates in round, ANGLE, Riveting.			
LOWER MASTS				LOWER MASTS			
Main				Main			
Bowsprit				Bowsprit			
Topmast				Topmast			
Rigging, Material and Size, Shrouds				Rigging, Material and Size, Shrouds			
Sails				Sails			

EQUIPMENT No. 34518				LETTER Y				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				WEIGHT EX. STOCK				WEIGHT PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31.			
Anchors.				Cwts. qrs. lbs.				Cwts. qrs. lbs.				Cwts. qrs. lbs.			
49952 1st Bower				60 2 0				48 12 2 0				60 0 0			
50021 2nd				60 3 21				48 17 2 0				60 0 0			
50020 3rd				51 0 0				48 0 0				60 0 0			
50035 4th				172 1 21				170 2 0				60 0 0			
Stream				16 2 18				16 1 9				60 0 0			
Kedge												60 0 0			
Particulars of Drop Test of Cast Steel Anchors, viz.:-				1st Bower				Cwt. 34. Qrs. 2. Lbs. 0.				A.H. 3885. 20. Oct. 1917.			
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				2nd				Cwt. 34. Qrs. 3. Lbs. 0.				A.H. 3884. 20. Oct. 1917.			
				3rd				Cwt. 30. Qrs. 1. Lbs. 23.				R.W.D. 1949. 31. Oct. 1917.			
				4th											
CHAIN CABLES.				HAWERS AND WARPS.											
Number of Certificate.				Length and size supplied.				Test per Certificate.				Description.			
Length, Diam.				Length, Diam.				Length, Diam.				Length, Diam.			
11173				210 2 1/2 8 1/2				210 2 1/2 8 1/2				210 2 1/2 8 1/2			
inc. 2 1/2 in				210 2 1/2 8 1/2				210 2 1/2 8 1/2				210 2 1/2 8 1/2			
Steel Wire				47				47				47			
Boats Four				Steering Gear, Steam				Steering Gear, Hand				None			
Pumps, Number One to fore peak 3.				Diameter of Barrel 5				State whether they are in efficient working order				Yes.			
Windlass is Emerson Walker & Thompson Ltd.				Capstan											
Engine Room Skylights—How constructed?				Plates and angles.				What arrangements for deadlights in bad weather?				Steel flaps with bulls eyes.			
Coal Bunker Openings—How constructed?				Plates and angles.				How are lids secured?				Wood covers with tarpaulins.			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.				6 scuppers each side, 6 freeing ports each side 56" x 18".											
Ceiling in Holds, thickness and material.				Steel plates + angles				Cargo Battens, thickness and material							
Cargo Hatchways—How formed?				Steel plates + angles				Hatches, if strong and efficient?				Yes			
State size No. 1 Hatch (Forward)				20-0 x 20-0				No. 2 Hatch				10-10 x 12-0			
No. 3 Hatch				16-4 x 20-0				No. 4 Hatch				16-4 x 20-0			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				4				No. of Breasthooks				4			
No. of Crutches				2											
Bulkheads, height above deck and description				3-8 Steel plates				Main Rail, material and size				8 x 3 x 38 B.A. rail.			
The foregoing is a correct description				FOR HARLAND & WOLFF LIMITED				Surveyor's Signature				Gerrard Shaw.			
Builder's Signature (here only)				J. H. Shaw											
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)				The Secretary's letters of various dates.											
Workmanship. Are the butts of plating planed or otherwise fitted?				Planed											
Is the riveted work properly closed?				Yes											
Are the liners between the frames and plates solid single pieces?				Yes											
to plate, &c., conform well to each other?				Yes											
from the facing surfaces?				Yes											
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.)				Workmanship good											
This vessel has been built in accordance with the approved plans the Secretary's letters of various dates and in general conformity with the Rules for the Class contemplated															
Vessel is an A Type Standard converted for carrying fuel oil in bulk the inner bottom having openings cut through it, to allow cargo oil in deep tanks to go to shell, expansion tanks are fitted the full length of tank on upper deck. Number 3 oil tank (from forward) is fitted with wash plates at each side of centre line as this tank may not always be full of cargo oil.															
The deep oil tanks have been filled separately, and tested by water pressure to 6.0 above the deck, at highest point of shell of compartment, with satisfactory results.															
The oil pipes have been tested and found satisfactory and the															
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				£ 47: 0: 0				Fees applied for, 13/11/1918							
Special Survey Fee				£ 7: 7: 0				Received by me, 14/11/1918							
Travelling Expenses, if any															
State whether the Vessel has been built under Special Survey				Yes											
I am of opinion this Vessel should be Classed				100 A1, carrying fuel oil in bulk, P.P. above 150' F.H.											
with or without Freeboard, as condition of Class				Without											
Committee's Minute				GLASGOW 19 NOV 1918											
Character assigned				1-100 A1											
				11.18.											
				Carrying fuel oil in bulk, P.P. above 150' F.H.											
				Lloyds A & C P											
				+ L.M.C. 11.18.											
				Fitted for oil fuel P.P. above 150' F.H.											



GENERAL REMARKS—(continued).

the arrangement of transverse and longitudinal bulkheads have been carried out in accordance with the various plans and letters issued from the London office. Just before the vessel sailed the No 2 forward deep oil tank was filled with water for trimming the vessel on the outward voyage, and one rivet was found to be broken (after the tank was full) on the forward bulkhead Port side, the owner's representatives attention was drawn to this and in my opinion the fitting of a new rivet might be left to him.

3 Plans enclosed also 4 forging forms

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 48' 6" ft., R.Q.D. ✓ ft., Bridge 112' 8" ft., Forecastle 39' 6" 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 should appear in the Register Book) 1 DK. STL.

Official No. 142697 ; Signal Letters State if Machinery is fitted aft No  
How are the surfaces preserved from oxidation? Inside Paint (Cement in Mt. Peak fore peak) 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, Salt water	34.66	41	Fore peak tank, Salt water	20.5	12.5
Double bottom, under Engines and Boilers, F.W.	43.33	171	After peak tank, Salt water	18.66	7
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	
Double bottom, if under Boilers only,	✓		Deep tank, forward,	✓	
Double bottom, forward, Salt water	84.60	218	Other tanks, if fitted,		
Total capacity of double bottom		430	(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

Total length of double bottom 162' 6". Total capacity for salt water 435 tons.

Order for Special Survey No. 5106  
Date 23. 7. 17.  
No. 528 in builder's yard.  
DATES of Surveys held while building  
1718 Apr. 4. May 6. 7. 16. 20. June 6. July 25. Aug. 2. 9. 13. 14. 19. 16. 17. 18. 20. 23. 24. 27. Oct. 4. 8. 9. 10. 18. 15. 22. 23. 24. 25. 28. 29. 30. 31. Nov. 12. 3. 4. 5. 28.

Surveyor's Signature

Geo. M. Shaw

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Total No. of Visits 43

Lloyd's Register Foundation