

With or Without  
Disconnected Erections.

STEEL STEAMER.

Standard C

Received at London Office: TUE SEP 24 1918

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

Date of completion of report *23<sup>rd</sup> September 1918* Port of *Canduland* No. *27338*  
Survey held at *Canduland* Date, First Survey *16 Jan'y 1918* Last Survey *14<sup>th</sup> September 1918*  
On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer* *WAR TEMPEST* Rig *One mast*

TONNAGE under  
Tonnage Deck... *2873.54*  
Do. between Tonnage Dk. and 3rd and 4th Dk. *—*  
Total under Upper Dk. *—*  
Do. of Poop *85.57*  
Do. of R. Q. Dk. side *21.06*  
Do. of Bridge House *26.07*  
Do. of Forecastle *4.50*  
Do. of Houses on Dk. *66.72*  
Do. of excess of Hatchways *44.84*  
Do. above Crown of Engine Room *—*  
Gross Tonnage *3122.30*  
Less Crew Space *149.89*  
Less above Crown of Engine Room *—*  
TONNAGE FOR FEES... *2972.43*  
Less Engine Room *999.14*  
Less Navigation Spaces *18.78*

CLASS *#100 A1* FEET.  
Breadth (greatest moulded)... *46.5*  
Depth, at middle of length from top of keel to top of upper deck beams at side... *25.5*  
Transverse Number... *172.0*  
Length on deck from fore part of stem to after part of stern post... *331.0*  
Longitudinal Number... *23832*  
Depth "d," at middle of length (See Secs. 2 & 13) *22.2 1/2*  
Proportions—Depth to Length—Upper Deck Beam at side to top of keel... *12.98*  
" " Long Bridge Deck Beam at side to top of keel... *10.03*

Master *Merifield*  
Year of appointment *(1) As Master in service of owner of present vessel—1918 (2) As Master of this vessel—191—*  
Built at *Canduland*  
When built *1918* Launched *25<sup>th</sup> July 1918*  
By whom built *R. Thompson & Sons Ltd*  
Owners *His Majesty represented by the Shipping Controller*  
Managers *Herskind & Co.*  
Residence *W. Hartlepool*  
Port belonging to *London*

Register Tonnage *1874.51*  
as cut on Beam...

Destined Voyage *under Admiralty Orders* If Surveyed while Building, Afloat, or in Dry Dock *Building & afloat*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
<i>331</i>	<i>0</i>		<i>46</i>	<i>6</i>		<i>23</i>	<i>2 1/2</i>		<i>one</i>
									<i>one</i>

Dimensions of Ship per Register. Length *331.3* breadth *46.8* depth *23.2*. Moulded depth, ft. *33* ins. *0* To Bridge Dk. Round of Upper Dk. Beam, Actual *11 1/2* ins.

FRAMING.						PILLARS.					
FRAME, Angles, or [ or ] Bars amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" " Hold	<i>4 3/4</i>	<i>49</i>	<i>4 3/4</i>	<i>49</i>	
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	" " Quarter 'tween Dks.,					
" " at intermdt. Bkts.						" " in Hold					
Spacing of Frames from centre to centre amidships	<i>24 1/2</i>		<i>24 1/2</i>			KEELSONS & STRINGERS.					
" " length to Collision bulkhead	<i>24 1/2</i>		<i>24 1/2</i>			CENTRE LINE KEELSON, Vertical Plate above					
" " in peaks	<i>24 1/2</i>		<i>24 1/2</i>			floors, Through Plate, or Intercostal Plate					
REVERSED FRAME, Angles						Rider Plate					
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	Flat Plate Keel Angles					
" " at intermdt. Bkts.						Horizontal Plates on Floors					
FRAMING, depth of girder						Angles or Bulb Angles					
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						SIDE KEELSONS, Number					
" in way of Engine and Boiler Spaces						Angles or Bulb Angles					
" thickness at the ends of vessel						Plate above floors, for length					
" depth at 1/2 the half breadth, as per Rule						Intercostal Plate, for length					
" height extended at the Bilges						Attached to outside Plating with Angle					
FLOORS in Cell. Double Bottoms	<i>36</i>	<i>34</i>	<i>36</i>	<i>34</i>		BILGE KEELSON, Angles					
" state if flanged (top & bottom)	<i>no</i>					Intercostal Plate for length					
" Spacing of Solid floors	<i>24 1/2</i>		<i>24 1/2</i>			Attached to outside Plating with Angle					
CENTRE GIRDER, in Dbl. bottom, dpth. & thknss.	<i>39</i>	<i>48</i>	<i>39</i>	<i>48</i>	<i>38</i>	SIDE STRINGERS, Number					
" Angles, Top	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	Angle					
" Bottom	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	Intercostal Plate, for length					
" to Floors	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	Attached to outside plating with Angle					
" Brackets at intermdt. frmg., wdth & thknss	<i>one</i>	<i>34</i>		<i>34</i>		Upper Deck Stringer Plate, br'dth & thickness					
SIDE GIRDERS, number on each side & thickness	<i>one</i>	<i>34</i>		<i>34</i>		(clear of Bridge)					
" state if flanged (top and bottom)	<i>no</i>					br'dth & thickness					
" Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	(in way of Bridge)					
" to Floors	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	<i>3</i>	Angle (clear of Bridge)					
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>43</i>	<i>42</i>	<i>43</i>	<i>42</i>		Tie Plate at sides of Hatchways					
" Angle to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>42</i>	Deck * Iron or Steel, for full lng.					
" Floors	<i>6</i>	<i>6</i>	<i>6</i>	<i>6</i>	<i>42</i>	Thickness (clear of Bridge)					
" Brackets at intermdt. frmg., wdth & thknss	<i>one</i>	<i>34</i>		<i>34</i>		(in way of Bridge)					
Height of Outside Brackets above at bilge	<i>41</i>		<i>41</i>			Wood Deck. Material & thickness					
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>66</i>	<i>40</i>	<i>66</i>	<i>40</i>	<i>36</i>	Second Deck Stringer Plate, br'dth & thickness					
" in Engine and Boiler space	<i>44</i>	<i>4</i>	<i>44</i>	<i>4</i>	<i>52</i>	Angles on ditto, No.					
" Remainder in Holds	<i>36</i>	<i>32</i>	<i>36</i>	<i>32</i>		Tie Plates outside Hatchways					
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>50</i>	Deck * Iron or Steel, for lng.					
" In way of Long Bridge	<i>24 1/2</i>		<i>24 1/2</i>			Thickness (clear of Bridge)					
" Spacing	<i>24 1/2</i>		<i>24 1/2</i>			(in way of Bridge)					
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>58</i>	Wood Deck. Material & thickness					
" Spacing	<i>24 1/2</i>		<i>24 1/2</i>			Third Deck Stringer Plate, br'dth & thickness					
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>42</i>	Angles on ditto, No.					
" Angles on upper edge	<i>24 1/2</i>		<i>24 1/2</i>			Tie Plates outside Hatchways					
" Spacing	<i>24 1/2</i>		<i>24 1/2</i>			Deck * Material and thickness					
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>8</i>	<i>3</i>	<i>8</i>	<i>3</i>	<i>58</i>	Deck. Material & thickness					
" Angles on upper edge	<i>24 1/2</i>		<i>24 1/2</i>			Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Spacing	<i>24 1/2</i>		<i>24 1/2</i>			Angles on ditto, No.					
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>42</i>	Tie Plates outside Hatchways					
" Angles on upper edge	<i>24 1/2</i>		<i>24 1/2</i>			Deck. Material & thickness					
" Spacing	<i>24 1/2</i>		<i>24 1/2</i>			Deck. Material & thickness					
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel	<i>9</i>	<i>3 1/2</i>	<i>9</i>	<i>3 1/2</i>	<i>42</i>	Poop Deck Stringer Plate, breadth & thickness					
" Angles on upper edge	<i>24 1/2</i>		<i>24 1/2</i>			Angle on ditto					
" Spacing	<i>24 1/2</i>		<i>24 1/2</i>			Tie Plates					

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WEB FRAMES.				FORGINGS or CASTINGS.				Inches in Ship.		Inches per Rule.	
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness				Flat plate			
brdth. & thickness				28 52 27 52							
No. of Side Stringers				3 = 28 x 40 in way of above							
WEB-FRAMES, In E. & B. Space, No. and spacing				None							
brdth. & thickness				None							
WEB-FRAMES, In After Body, No. and spacing				None							
brdth. & thickness				None							
No. of Side Stringers				None							
Size of Face Angles to Web-Frames				6 x 3/4 x 1/4 6 x 3/4 x 1/4							
BRACKET PLATES to Stringers between Web Frames, depth and thickness				26 50 26 50							
BULKHEADS.				STIFFENERS.				Single or Double Frames.		Height up, state deck.	
Vessel. Per Rule. Thickness.				Horizontal. Vertical. Size. Spacing. Size. Spacing.							
W.T. BULKHEADS				7 5							
A.P.K.				32-26 28-26 28-26 28-26							
A.H.I.				40-26 40-26 40-26 40-26							
E.R.				38-26 38-26 38-26 38-26							
B.R.				44-26 44-26 44-26 44-26							
COLLISION				40-26 40-26 40-26 40-26							
F. Hold				40-26 40-26 40-26 40-26							
Cross Bulkhead				38-26 38-26 38-26 38-26							
M. Hold				40-26 40-26 40-26 40-26							
Are the outside Plates doubled two spaces of Frames in length?				No							
Are the Side Valves and Watertight Doors in efficient working order?				Yes							
PLATING.				RIVETING.							
AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES.		BUTTS.	
STRAKES.				AMIDSHIP.				Single or Double.		IF LAPPED.	
Breadth. Thickness.				Breadth. Thickness.				Breadth. Thickness.		Breadth. Thickness.	
FLAT PLATE KEEL				45 90 45 90				Double 6 1 4		16 full	
GARBOARD OR A STRAKE				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
B				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
C				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
D				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
E				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
F				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
G				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
H				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
J				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
K				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
L				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
M				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
N				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
O				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
P				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
Q				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
R				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
S				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
T				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
U				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
V				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
W				66 56 66 56				5 1/4 7/8 3/4		9 1/2	
THICKNESS OF STRAKE				46 80 46 80				Double 6 1 4		14 full	
CLEAR OF LONG BRIDGE				61 66 61 66				Double 6 1 4		12	
Do. of STRAKE BELOW				61 66 61 66				Double 6 1 4		12	
DECK of Flat Plate Keel				22 5 x 62 at Bridge ends				Single 3 3/4 3		Double 3/4 2 3/8 5 full	
Sheerstrakes				22 5 x 62 at Bridge ends				Single 3 3/4 3		Double 3/4 2 3/8 5 full	
POOP SIDES				36 36 36 36				Single 3 3/4 3		Double 3/4 2 3/8 5 full	
SHORT BRIDGE SIDES				38 38 38 38				Single 3 3/4 3		Double 3/4 2 3/8 5 full	
FORECASTLE SIDES				38 38 38 38				Single 3 3/4 3		Double 3/4 2 3/8 5 full	
Upper Deck				Butts riveted for 1/2 length amidship.				Butts of Side Stringers		riveted.	
Stringer Plate				Straps, single or overlapped for full length amidship.				Tie Plates		riveted.	
Second Deck				Butts riveted for full length amidship.				Inner Bottom Plating, riveting of Edges		double riveted.	
Stringer Plate				Straps, single or overlapped for full length amidship.				Centre Girder Butts, riveted		Keelson Butts, double riveted.	
Frames, riveted through Plates with				7/8 in. Rivets, about 4 3/4 to 6 apart.				Rivets, state whether Iron or Steel		Iron	
FRAMES extend in one length from				Centre girder to tank side, thence to 20 ft				State if ordinary or jogged		ordinary	
REVERSED FRAMES on floors and frames extend from				Centre girder to tank side				State if ordinary or jogged		ordinary	
MASTS, SPARS, &c.				Diameter and Thickness.				No. of Plates in round.		RIVETING.	
Material. Total Length.				At Partners. Heel. Hounds. Head.				Number. Size.		Seams. Butts.	
LOWER MASTS				Fore Main Mizzen				The signalling mast			
Bowsprit											
Topmasts, Yards and Remainder of Spars				Wood							
Rigging, Material and Size, Shrouds				2 1/2 steel wire				Stays 2 1/2 steel wire			
Sails.				Now				Sails, and the following spare sails			

EQUIPMENT No. 24992				LETTER U				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				WEIGHT OF STOCK.				TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 31.			
23073				1st Bower				46 3 7				40 8 1 21 45 0 0			
23092				2nd				43 2 14				38 6 3 14 45 0 0			
23067				3rd				38 2 7				34 17 3 7 38 0 0			
				4th								Mechanical test 5.7.18. 2.2.18. 2.2.18.			
22645				Stream				11 3 14 3 0 0				13 15 0 0 12 0 0			
				Kedge				No kedge supplied				5 2 0			
L 462 per Sec. letter 2/8/18				CHAIN CABLES.								HAWERS AND WARPS.			
Number of Certificate.				Length and size supplied.				Length and size per Table 31.				Description of Anchor.			
10703 B				60 1 1/2 6 1/4 8 1/4 11 1/2 14 14 1/2 14 1/2				14 1/2 14 1/2 14 1/2 14 1/2				14 1/2 14 1/2 14 1/2 14 1/2			
11090				150 1 1/2 6 1/4 8 1/4 11 1/2 14 14 1/2 14 1/2				14 1/2 14 1/2 14 1/2 14 1/2				14 1/2 14 1/2 14 1/2 14 1/2			
Iron Stream Chain or Steel Wire				90 1 1/2 6 1/4 8 1/4 11 1/2 14 14 1/2 14 1/2				14 1/2 14 1/2 14 1/2 14 1/2				14 1/2 14 1/2 14 1/2 14 1/2			
Boats 2 life boats, 2 jolly boats				Steering Gear, Steam fitted				Steering Gear, Hand none							
Pumps, Number 2 small pumps to F.P.K. tank, top only				Diameter of Barrel 3"				State whether they are in efficient working order				yes			
Windlass is Emerson Walker & Thompson's patent				Capstan											
Engine Room Skylights.—How constructed?				Steel				What arrangements for deadlights in bad weather?				Aids & bells eyes			
Coal Bunker Openings.—How constructed?				Steel coamings				How are lids secured?				Tiebolts & bolts Height above deck? 30"			
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c.				6 scuppers ca. side, 8 ports ca. side 26 x 18"				Cargo Batts, thickness and material				None			
Ceiling in Holds, thickness and material				1/2" W.P. over timbers only				Cargo Batts, thickness and material				None			
Cargo Hatchways.—How formed?				Steel coamings				Hatches, If strong and efficient?				yes			
State size No. 1 Hatch (Forward)				26 7 x 25 0				No. 2 Hatch				No. 3 Hatch			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch				4 webs, as for 4 afters				No. of Breasthooks				Five			
Bulwarks, height above deck and description				3 9 steel plating 25				Main Rail, material and size				6 x 3 x 40			
The foregoing is a correct description				For ROBERT THOMPSON & SONS, LTD.				No. of Crutches				dup floors			
Builder's Signature (here only)				R. Thompson				Surveyor's Signature				J. Allan			
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?				planed											
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 faying surfaces?				yes				Do any rivets break into or through the seams or butts of the plating?				one or two			
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, & generally in accordance with the Rules.											
The workmanship throughout is good.															
The following departures from usual practice have been made in accordance with the Shipping Controller's instructions, viz:—				Anchors & cables:—Chain cable reduced in length as above placed, no kedge anchor supplied.											
Cement:—Cement is fitted in the usual manner in the E & B. room															
Ballast tanks, the fore & after P.K. tanks & in the bilges throughout, in the remainder of the tanks small cement pellets are fitted at the inside plate edges.															
Steering gear:—No hand gear fitted, arrangements are made for steering from the aftermost wheel.															
With exception of the shell plating which is in accordance with the app'd. plan, here with the vessel is a duplicate															
The amount of Entry Fee				£138 15 1				Fees applied for,							
Special Survey Fee				£				Received by me,							
Travelling Expenses, if any £								24 9 19 15							
State whether the Vessel has been built under Special Survey				yes											
I am of opinion this Vessel should be Classed				100 A1											
With, or without Freeboard, as condition of Class				without											
Committee's Minute				FRI 27 SEP 1918											
Character assigned				T.O.O.A.											
Cargo has been not fitted															
Lloyd's a.s.b.P.															
27th 9.18															

W 589-0148 2/2



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33.0 ft., R.O.D. — ft., Bridge 98.0 ft., Forecastle 28.25 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 Stk. (111)

Official No. 142.637; Signal Letters —

State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside Paint, Cement in L & B tanks & in Outside Paint  
Bilges & Peaks. see remarks.

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,	<u>93.92</u>	<u>217</u>	Fore peak tank,	<u>19.0</u>	<u>112</u>
Double bottom, under Engines and Boilers,	—	—	After peak tank,	<u>22.0</u>	<u>124</u>
Double bottom, if under Engines only,	<u>22.46</u>	<u>77</u>	Deep tank, aft,	—	—
Double bottom, if under Boilers only,	<u>16.33</u>	<u>56</u>	Deep tank, forward,	—	—
Double bottom, forward,	<u>142.92</u>	<u>379</u>	Other tanks, if fitted,	—	—
Total capacity of double bottom		<u>729</u>	(If necessary, furnish further information by sketch.)	—	—

\* The wells are not to be included in the lengths of the tanks. 275.63

State whether the above have been tested as required by the Rules. yes

Order for Special Survey No. 5320

Date 18.12.17

No. 306 in builder's yard.

DATES of Surveys held while building

1918. Jan. 16. 25. 28. Feb. 5. 7. 11. 18. 22. 26. Mar. 4. 8. 14. 16. Apr. 8. 10. 12. 16. 19. 31. May 7. 9. 16. 24. 31. June 6. 13. 21. Jul. 5. 9. 12. 16. 19. 22. 24. 26. Aug. 11. 21. Sep. 2. 3. 5. 6. 10. 12. 14.

Surveyor's Signature