

WOOD SHIP.

No. 697 Survey held at Orange, Texas. Date, First Survey June-1917 Last Survey August-1918
on the Wooden Steamship "WAR MARVEL" Master T. Dunning.
Built at Orange, Texas. When built 1917-1918 Launched March-1918.
By whom built National Shipbldg Co. Owners Cunard Line
Port belonging to London Destined Voyage United Kingdom
If Surveyed while Building, Afloat, or in Dry Dock Building.

as per Section 39 300 Extreme Breadth Outside... 49 2 1/2
of Keel... 283 6 Round of Beam... 8
Depth of Hold... 26 4 1/2
Depth from limber-strakes to under side of lower deck beam 16 1
Depth, Moulded... 29 2
No. of Decks with Flat laid Two
No. of Tiers of Beams Two

THINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.			In Ship.	Per Rule, or as Approved.	
		Middle.	Ends.		Middle.	Ends.				
AND SPACE	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Garboard Strakes	Ins.	Ins.	5507G.R. 2819U.D. 2093 Net. Length 296.3 breadth 49.6 depth 26.3
	17	14 1/2	12	17	14 1/2	12				
	35 1/2	30	20	25 1/2	30	20	Garboard to Bilge	5	5	
hooks	17	30	22	17	30	22	Bilge Planks	5	5	
	17	22	20	17	22	20	Bilge to Wales	4	4	
	17	20	18	17	20	18	Wales	7	7	
ubers	17	10	10	17	10	10	Topsides	7	7	
No 102 Average Space	36 1/2	15	11	12 1/2	15	11	Sheer Strakes	7	7	
ams, length amidships	45'-4"	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	Plank Sheers	7x9	7x9	
No 96 Average Space	36 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	Water Upper Deck	15 1/2 x 15 1/2	15 1/2 x 15 1/2	
ams, length amidships	45'-8"	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	Ways Lower Deck	14 1/2 x 15 1/2	14 1/2 x 15 1/2	
	23 1/2 x 9			23 1/2 x 9			Ditto, faying surface against Timbers	29 1/2	29 1/2	
of Ditto 6 lengths	15 1/2	15 1/2		15 1/2	15 1/2		Upper deck	4	4	
of Ditto 7" long										

INSIDE PLANK.	THICKNESS	
	In Ship.	Per Rule or as Approved.
Limber Strakes	Ins.	Ins.
Bilge Planks	7	7
Ceiling in Flat	3 1/2	3 1/2
Ditto Bilge to Clamp	7	7
Hold Beam Clamps	7	7
Deck Beam Ditto	7	7
Ceiling 'twixt Decks	7	7
Hold Beam Shelves	ONE 15 X 15 TWO 10 X 10 ONE 12 X 14	ONE 15 X 15 TWO 10 X 10 ONE 12 X 14
Deck Beam Ditto	ONE 12 X 12 TWO 10 X 5	ONE 12 X 12 TWO 10 X 5

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Trunnails.

Copper or YM in Ship.			Iron in Ship.			Size required per Rule.			Copper or YM in Ship.			Iron in Ship.			Size required per Rule.		
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
and Deadwood abaft	1 1/2	1 1/2				Transoms and throats of Hooks	1 3/8	1 3/8									
Keel, No.	1 1/2	1 1/2				Arms of Hooks	1 1/2	1 1/2									
bolts through Keel at	1 1/2	1 1/2				Thro' Bilge and Limber Strakes	1 1/2	1 1/2									
oor	1 1/2	1 1/2				Thickstuff over Double Floors	none	none									
ugh Heels of Timbers	1	1				Butt End Bolts	none	none									
Deadwood	1	1				Short Bolts in Ceiling	1	1									
ts	1	1				Pintles of the Rudder	4 1/2	4 1/2									

ING.—The Space between the Floor Timbers and Lower Foothooks is 10 1/2 Inches. The Space between the Top-Timbers is 19 Inches.
consist of Yellow pine The First Foothooks of Yellow pine
Foothooks of Yellow pine The Third Foothooks and Top Timbers of Yellow pine
Keelson is Steel and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 Ft.
Keelson is Yellow pine N.B.—When less than prescribed by the Rules, state how many.

ms, Knightheads, Hawse Timbers, & Aprons of Yellow pine ditto.
of Yellow pine and ditto.
nd Stern Post of Oak ditto.
d Hold Beams of Yellow pine
of 12x12 pounding beams Knees of
ee of Rudder of Steel Windlass of Steam driven
Yellow pine)

OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is See Midship section - 5"
ve named height to the Wales 4"
d Black-strakes 7"
g and Plank-sheers 7"
Yellow pine State of Good
the Planking are not less than 6 Feet 0 Inches. N.B. If less than prescribed by the Rule, state whether general or partial,
ial, in what part of the Ship. The Planking is wrought Square between, and without step-butting.

INSIDE.—The Limber-strakes and Bilge-strakes are 3 1/2 x 12 & 7 x 13 1/2
ower Hold, and between Decks 7 x 13 1/2
GS.—To Hold Beams Three vertical 1 1/2" machine bolts through shelf and waterways. Deck beams four vertical
ne bolts through shelf and waterways.

Deck Beams Half beams Yellow pine 7 1/2 x 15 1/2 & Whole beams 15 1/2 x 15 1/2

Number of Breasthooks 5 Pointers 8 Crutches
Butt End Bolts are of in the Bottom Bolts in each Butt End through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of 1 1/2" White oak How made Engine turned
Thickstuff over Double Floors is bolted through and clenched. General quality of Workmanship Very good

We certify that the above is a correct description of the particulars therein given.
Builder's Signature By J. B. Grant Secretary & Treasurer
Surveyor's Signature J. B. Grant
Surveyor to Lloyd's Register of British and Foreign Shipping.

W721-0134

ANCHORS.

EQUIPMENT TONNAGE

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
78945	1st Bower	45	3	9	Stockless			39	15	3	21	45	0	0	Cast Steel Head Forged Iron Shank	Hingley & Son	Netherton - Feb-
79149	2nd ..	44	3	2	"			39	3	1	21	45	0	0	"	"	H. Breen
78956	3rd ..	38	2	20	"			34	19	1	14	38	0	0	"	"	"
	Collective weight	129	1	3								128	0	0			"
78990	Stream	15	1	11	"			16	16	2	7	15	60	0	"	"	"
79101	Kedge	6	3	6	"			9	2	2	0		28	0	"	"	"
	2nd Kedge.....																"

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate, Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathom Size per Rule.
				Supplied.	Per Rule.									
						1-15	S. Link	Hingley & Son	H. Breen	TOWLINE	120	13"	100-1	
	75	1-15	94-10	142-1		1-16	"	"	"	HAWSER	180	7"	180-	
	75	"	"	142-1		2-10	"	"	"	WARP	180	6"	180-	
	30	"	"	56-2			"	"	"					
	30	"	"	57-0			"	"	"					
	90	1-8	34-2	58-1		90-1-8	"	"	"					

Masts, Yards, &c., are in Good condition, and sufficient in size and length.

Standing and Running Rigging are good sufficient in size and good in quality.

Sails. none Suit of Sails, and the following spare sails

Boats Two 24 foot metallic lifeboats and two twenty foot metallic lifeboats. Capstan none Rudder Good Pumps Good

Windlass, present state is Good

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board? Freeing ports fitted.

Cargo Hatchways.—How formed? Heavy coamings State size 28' - 3" x 14' - 0"

If of extraordinary size, state how framed and secured? 15" x 14" and 12" x 10" mortized at corners and bolted to deck girders

What arrangement for shifting beams? Five portable beams running athwartships.

Hatches, themselves, whether strong and efficient? Yes. Main Hatchways.—State size 28' - 3" x 14' - 0"

Order for Special Survey, No. 7 in Builder's Yard.

Date Sept- 1917

Order for Ordinary Survey, No. 7 in Builder's Yard.

Date Jan - 1918

Date Feb - 1918

General Remarks.

The hull of this vessel has been constructed under Special Survey and in accordance with the approved plan; the main keelson is of steel and fastened to each frame with nine 1 1/4" machine bolts through the garboards; the lower deck shelf is fastened to each frame with three 1 1/4" bolts; lower deck waterway fastened to the frames with two 1 1/4" bolts; upper deck shelf is fastened with four 1 1/4" bolts and two 1" blunt bolts; upper deck waterway with two 1 1/4" bolts. The sister keelson is fastened to each frame with two 1 1/4" bolts; garboards with two 1" bolts; planking two spikes and two treenails.

On account of all timbers on the inside being coated with a wood preservative, the vessel was not salted. The material and workmanship in her construction are both of good quality and the case is respectfully submitted for the Notation A-1 for 10 years with record of survey 7, 18, and subject to Special Survey every four years. Length of cables reduced in accordance with the War Emergency Measure.

The fore and after peak tanks and deep tank to be dealt with and retested on the vessel's arrival at a port in the United Kingdom.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled No. When last done

I am of opinion this Vessel should be Classed A-1 for 10 years.

The Amount of the Entry Fee \$ 25.00 Fees applied for, Sept-18-1918

Special \$ 563.40 Received by me, 18/10/18

Certificate 174.10

Travelling Expenses, if any, £

Committee's Minute New York SEP 24 1918

Character assigned + 10A Subject + dmc. 8. 18

J. B. Grant
Surveyor to Lloyd's Register of British and Foreign

TUE 11 FEB 1919

FRI 14 FEB 1919



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