

WOOD SHIP.

REC'D NEW YORK Sept. 23-1918.

No. 690 Survey held at Orange, Texas. Date, First Survey June-1917 Last Survey July-27th- 1918

on the Wooden Steamship "WAR MYSTERY" Master W. B. Davies.

Tonnage under Tonnage Deck 2795 Built at Orange, Texas, U.S.A. When built 1917-1918 Launched Feb-27th-1918.

Ditto of Spar Deck, or Awning Deck 414 By whom built National Shipbldg Co. Owners Cunard Line.

Ditto of Poop, or Raised Deck 170

Ditto of Houses on deck 96

Ditto of Forecastle 3484

Gross Tonnage 232 Port belonging to London Destined Voyage United Kingdom

Crew Space, as per Rule 470 If Surveyed while Building, Afloat, or in Dry Dock Building.

Register Tonnage, cut on Beam

Engine Room

Tonnage, as a Steamer, }
the Beam.....

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

KINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		Dimensions of Ship per Register. 3484G.R. 2795U.D. 2078 Net. Length 296.3 breadth 49.5 depth 26.3
	SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.	
		Middle.	Ends.		Middle.	Ends.			
AND SPACE 36	17	14 1/2	12	17	14 1/2	12	8	8	
	25 1/2	30	20	25 1/2	30	20	5	5	
ooks	17	30	22	17	30	22	5	5	
	17	22	20	17	22	20	4	4	
	17	20	18	17	20	18	7	7	
abers	17		10	17		10	7	7	
No 102 Average Space 36"	12 1/2	15	11	12 1/2	15	11	7	7	
ams, length amidships 45'-4"	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	7	7	
No 96 Average Space 36"	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	7	7	
ams, length amidships 45'-8"	23 1/2 x 9			23 1/2 x 9			7	7	
of Ditto 6 Lengths	15 1/2	15 1/2		15 1/2	15 1/2		4	4	
is									
of Ditto 7" Long									

OUTSIDE PLANK.	THICKNESS.	
Garboard Strakes	8	8
Garboard to Bilge	5	5
Bilge Planks	5	5
Bilge to Wales	4	4
Wales	7	7
Topsides	7	7
Sheer Strakes	7	7
Plank Sheers	7 x 9	7 x 9
Water Upper Deck	12 x 12	12 x 12
Ways Lower Deck	14 x 15	14 x 15
Ditto, faying surface against Timbers	29 1/2	29 1/2
Upper deck	4	4

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule or as Approved.
	Ins.	Ins.
Limber Strakes	3 1/2	3 1/2
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	ONE 15 X 15
Deck Beam Ditto	TWO 10 X 10	TWO 10 X 10
	ONE 12 X 14	ONE 12 X 14
	TWO 12 X 12	TWO 12 X 12
	ONE 10 X 5	ONE 10 X 5

Copper or Y.M. in Ship.			Iron in Ship.			Size required per Rule.			Copper or Y.M. 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.
Knee, and Deadwood abaft...			1 1/2	1 1/2		1 1/2	1 1/2		Hold Beam Waterway			1 1/2	1 1/2		1 1/2	1 1/2	
as of Keel, No.			1 1/2	1 1/2		1 1/2	1 1/2		Bolts in Knees			1 1/2	1 1/2		1 1/2	1 1/2	
on Bolts through Keel at } a Floor			1 1/2	1 1/2		1 1/2	1 1/2		Deck Beam Waterway			1 1/2	1 1/2		1 1/2	1 1/2	
through Heels of Timbers } inst Deadwood			1	1		1	1		Bolts in Knees			1 1/2	1 1/2		1 1/2	1 1/2	
e Bolts.....			1	1		1	1		Shelf or Clamp ...			1 1/2	1 1/2		1 1/2	1 1/2	
									Nails or Bolts in Flat of Deck			1 1/2	1 1/2		1 1/2	1 1/2	
									Treenails... 1 1/2 inches								

BERING.—The Space between the Floor Timbers and Lower Foothooks is 10 1/2 Inches. The Space between the Top-Timbers is 19 Inches.

Floors consist of Yellow Pine The First Foothooks of Yellow Pine

Second Foothooks of Yellow Pine The Third Foothooks and Top Timbers of Yellow Pine

Main Keelson is Steel and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 Ft.

Rider Keelson is Yellow Pine N.B.—When less than prescribed by the Rules, state how many.

Transoms, Knightheads, Hawse Timbers, & Aprons of Yellow Pine ditto. The rest of the Shifts of the Frame are Yellow Pine

Wood, of Yellow Pine and ditto. The Frame is Yellow Pine squared from First Foothook Heads upwards,

Stem, and Stern Post of Oak and ditto. and 80% free from sap, and from thence downwards, the frame is 90%

Deck and Hold Beams of Yellow Pine The Complete Frames are 1 1/2 Screw bolted together to the Gunwale.

Foothooks of 12x12 pounding beams Knees of None N.B.—If not, state how bolted.

Main piece of Rudder of Steel Windlass of Steam driven The Butts of the Timbers are 9' close together; their thickness not

e Keel of Yellow pine less than 8 1/2" of the entire moulding at that place.

ANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is See midship section - 5" The Frame is Treenailed chocked with Butt at each end of the chock.

in the above named height to the Wales 4" The Topsides and Sheer-strakes 2 1/2"

Wales and Black-strakes 7" The Water-ways { Upper Deck 15 1/2 x 15 1/2 & 12 x 12

Spirketting and Plank-sheers 7" { Lower Deck 14 x 15 & 8 x 12

Decks Yellow pine State of Good N.B. If less than prescribed by the Rule, state whether general or partial,

Shifts of the Planking are not less than 6 Feet 0 Inches. between, and without step-butting.

and if partial, in what part of the Ship. The Planking is wrought Square

ANKING INSIDE.—The Limber-strakes and Bilge-strakes are 3 1/2 x 12 & 7 x 13 1/2 Shelf Pieces and Clamps 15 x 15 & 10 x 10

ie Ceiling, Lower Hold, and between Decks 7 x 13 1/2 To Hold Beams Three vertical 1 1/2 machine bolts through shelf and waterways. Deck beams four

ASTENINGS.—To Hold Beams Three vertical 1 1/2 machine bolts through shelf and waterways.

rtical 1 1/2 machine bolts through shelf and waterways.

Half beams Whole beams

eck Beams Yellow pine 7 1/2 x 15 1/2 & 15 1/2 x 15 1/2

umber of Breasthooks 5 Pointers 8 Crutches None

utt End Bolts are of None in the Bottom None Bolts in each Butt End None 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 several particulars therein given. Surveyor's Signature J. B. Grant

Builder's Signature By [Signature] SECRETARY & TREASURER Surveyor to Lloyd's Register of British and Foreign Shipping.

W760-0104

W760-0106

EQUIPMENT TONNAGE										ANCHORS.									
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 Superintendent.		
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.					
78944	1st Bower	45	0	16	Stockless			39	8	0	14	45	0	0	Cast Steel Head	Hingley & Son	Netherton - Fe	H. Breen.	
79142	2nd „	45	1	26	"			39	11	1	0	45	0	0	Forged Iron Shank	"			
79174	3rd „	38	2	14	"			34	17	3	7	38	0	0	"	"			
	Collective weight	129	1	0								128	0	0					
79155	Stream	15	1	14	Stockless			16	16	2	7		60	0		"		"	
79162	Kedge	7	0	15	"			9	9	1	14		28	0		"		"	
	2nd Kedge.....																		

CHAIN CABLES.										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.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
65267	1055	1 1/8	94-10	198-3-17		1 1/8	S-Link	Hingley & Son	Netherton-2-18.	TOWLINE	120	13"		100-1
65269	1055	1 1/8	94-10	199-0-0		2 1/8	"	"	"	HAWSER	180	7"		180-
										WARP	180	6"		180-
Iron Stream Chain (...)	905	1 1/8	34-2	58-3-11		90-1 1/8	"	"	"					

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

Standing and Running Rigging are 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.

Windlass, present state is Good Capstan None Rudder Good Pumps 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.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>Sept - 1917</u>
Date		2nd. When the Beams are put in, &c.	<u>Oct - 1917</u>
Order for Ordinary Survey, No.		3rd. When completed and before the plank be painted or payed	<u>Jan - 1918</u>
Date			
No. <u>8</u> in Builder's Yard.			

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 garboards; the lower deck shelf is fastened to each frame with three 1 1/4" bolts; lower deck waterway fastened through 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 three 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 vessels 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,
Special £ 560.50	<u>Aug-21-1918</u>
Certificate £	Received by me,
Travelling Expenses, if any, £	<u>163.50</u>	<u>18/10/18</u>

Committee's Minute New York SEP 24 1918 18

Character assigned + 10 A1 Subject
note:- A.C.C.
E.C.C.
+ L.M.C. 7.18.

WED JUN 11 1919

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