

WOOD SHIP.

1118
1918

REC'D NEW YORK *Sept. 23-1918.*

No. **690** Survey held at **Orange, Texas.** Date, First Survey **June-1917** Last Survey **July-27th-1818**

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 Quarter Deck **170** **Port belonging to** **London** **Destined Voyage** **United Kingdom**

Ditto of Houses on deck **96** **If Surveyed while Building, Afloat, or in Dry Dock** **Building.**

Ditto of Forecastle **96**

Gross Tonnage **3484**

Crew Space, as per Rule **232**

Register Tonnage, cut on Beam **470**

Engine Room **470**

Tonnage, as a Steamer, (cut on the Beam) **470**

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

KINDS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register. 3484 G.R. 2795 U.D. 2078 Net.
	SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.		In Ship.	Per Rule, or as Approved.	
		Ins.	Middle.		Ends.	Ins.						
AND SPACE									Garboard Strakes	8	8	Length 296.3 breadth 49.5 depth 26.3
ooks	17	14 1/2	12	17	14 1/2	12	8	8	Garboard to Bilge	5	5	
o	17	30	20	17	30	20	5	5	Bilge Planks	5	5	
abers	17	22	20	17	22	20	4	4	Bilge to Wales	4	4	
No 102 Average Space	36"	13 1/2	15	11	12 1/2	15	7	7	Wales	7	7	
ams, length amidships	45'-4"	6 1/2	15	11	12 1/2	15	7	7	Topsides	7	7	
No 96 Average Space	36"	15 1/2	15 1/2	15 1/2	15 1/2	15 1/2	7	7	Sheer Strakes	7	7	
ams, length amidships	45'-8"	6 1/2	15 1/2	15 1/2	15 1/2	15 1/2	7	7	Plank Sheers	7	7	
of Ditto	6 Lengths	23 1/2 x 9			23 1/2 x 9		7	7	Water Upper Deck	12 x 12	12 x 12	
is							7	7	Ways Lower Deck	14 x 15	14 x 15	
of Ditto	7" Long.	15 1/2	15 1/2		15 1/2	15 1/2	8	8	Ditto, faying surface against Timbers	29 1/2	29 1/2	
							4	4	Upper deck	4	4	

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

	Copper or YM in Ship.			Size required per Rule.	Copper or YM in Ship.			Size required per Rule.	Copper or YM in Ship.			Size required per Rule.
	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					
as of Keel, No.		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					
through Heels of Timbers		1	1			1	1					
inst Deadwood		1	1			1	1					
e Bolts		1	1			1	1					
Transoms and throats of Hooks						1 1/2	1 1/2					
Arms of Hooks						1 1/2	1 1/2					
Thro' Bilge and Limber Strakes						1 1/2	1 1/2					
Thickstuff over Double Floors						none	none					
Butt End Bolts						none	none					
Short Bolts in Ceiling						3/4	3/4					
Pintles of the Rudder						4 3/4	4 3/4					
Hold Beam Waterway												1 1/2
Bolts in Knees												1 1/2
Deck Beam Waterway												1 1/2
Bolts in Knees												1 1/2
Bolts in Shelf or Clamp												1 1/2
Nails or Bolts in Flat of Deck												1 1/2
Treenails												1 1/2

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, and **90%** free from sap, and from thence downwards, the frame is **90%**

Stem, and Stern Post of **Oak** ditto. The Complete Frames are **1 1/2** Screw bolted together to the Gunwale.

Deck and Hold Beams of **Yellow Pine** N.B.—If not, state how bolted.

Foothooks of **12x12** pounding beams Knees of **None** The Butts of the Timbers are **9'** close together; their thickness not less than **8 1/2"** of the entire moulding at that place.

Main piece of Rudder of **Steel** Windlass of **Steam driven** The Frame is **Treenailed** chocked with **Butt** at each end of the chock.

e Keel of **Yellow pine**

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is **See midship section - 5"**

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**

Spircketting 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, and if partial, in what part of the Ship.

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

PLANKING 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**

to Ceiling, Lower Hold, and between Decks **7 x 13 1/2**

FASTENINGS.—To Hold Beams **Three vertical 1 1/2"** machine bolts through shelf and waterways. Deck beams four vertical **1 1/2"** machine bolts through shelf and waterways.

Half beams **Yellow pine** **7 3/4 x 15 1/2** & **15 1/2 x 15 1/2** Whole beams

umber of Breasthooks **5** Pointers **8** Crutches **None**

Butt 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.

Builder's Signature *[Signature]*

Surveyor's Signature *[Signature]*

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

SECRETARY & TREASURER

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		
79142	2nd "	45	1	26	"	39	11	1	0	45	0	0	Forged Iron Shank	"	H. Breen.		
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.	Fathom Size per Rule.
				Supplied.	Per Rule.									
65267	105 $\frac{5}{8}$	1 $\frac{15}{16}$	94-10	198-3-17	1 $\frac{15}{16}$	S-Link	Hingley & Son	Netherton-2-18.	H. Breen	TOWLINE	120	13"	100-	
65269	105 $\frac{5}{8}$	1 $\frac{15}{16}$	94-10	199-0-0	2 $\frac{10}{16}$	"	"	"	"	HAWSER	180	7"	180-	
Iron Stream Chain	90 $\frac{5}{8}$	1 $\frac{1}{8}$	34-2	58-3-11	90-1 $\frac{1}{8}$	"	"	"	"	WARP	180	6"	180-	

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	Sept - 1917
Date		2nd. When the Beams are put in, &c.	Oct - 1917
Order for Ordinary Survey, No.		3rd. When completed and before the plank be painted or payed	Jan - 1918
Date			
No. 8			

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 $\frac{1}{4}$ " machine bolts through garboards; the lower deck shelf is fastened to each frame with three 1 $\frac{1}{4}$ " bolts; lower deck waterway fastened through the frames with two 1 $\frac{1}{4}$ " bolts; upper deck shelf is fastened with four 1 $\frac{1}{4}$ " bolts and two 1" blunt bolts; upper deck waterway with two 1 $\frac{1}{4}$ " bolts. The sister keelson is fastened to each frame with two 1 $\frac{1}{4}$ " 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	Aug-21- 1918
Certificate £	Received by me,
Travelling Expenses, if any, £	163.50	<i>[Signature]</i>

[Signature]
 Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute **New York SEP 24 1918** 18

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

WED. JUN. 11. 1919



(See Surveys are requested not to write on or below the space for Committee's Minute.)