

Awning or Shelter Deck, or Pt. Awning Deck.

STEEL STEAMER.

No. 2046

State if Report is also sent on the Machinery of the Vessel *yes*
 Port of *Robe* Date of completion of Report *15th July 1917* Received at London Office *MON AUG 27 1917*
 Survey held at *Robe* Date, First Survey *10th March* Last Survey *3rd July* 1917
 On the (State if Single, Twin, or Triple Screw) *Steel Single Screw Steamer "War Council"* Rig *2 masts* *Sloop*

TONNAGE under Tonnage Deck... *4200.85* CLASS *+ 100 ft. Mowing bn* FEET.
 Do. between Tonnage Dk. and 1402.68 Breadth (greatest moulded) *51.00*
 3rd, 4th, or Awning Dk. *54603.53* Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *36.00*
 under Upper Dk. *54603.53* Deduct height of 'tween deck when this does not exceed 8ft. *28.00*
 Poop. Transverse Number *79.00*
 Qr. Dk. Length on deck from fore part of stem to after part of sternpost *385.00*
 Edge House *192.54* Longitudinal Number *30415*
 Recastle *24.68* Depth "d" at middle of length. See Secs. 2 & 13... *16.0*
 Decks on Deck *54.14* Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *10.7*
 Less of Hatchways *5874.95* " " " Upper Deck at side to top of keel *13.7*
 Crown of Room *304.64* Destined Voyage
 Space *1145.71* If Surveyed while Building, Afloat, or in Dry Dock *Building.*
 Crown of Room *80.85*
 Rigging Spaces *65.71*
 Tonnage on Beam... *4278.24*

Master
 Year of Appointment (1) As Master in service of owner of present vessel: -191 (2) As Master of this vessel: -191
 Built at *Robe*
 When built *1917* Launched *6th June 1917*
 By whom built *The Kawasaki Dry Dock Co Ltd*
 Owners *Messrs Furness, Withy & Co Ltd*
 Managers
 (Where necessary to be entered in Reg. Book.)
 Residence
 Port belonging to

Length *385.0* breadth *51.0* depth *36.0* Awn. or Shelter Dk. Moulded depth, ft. *36* ins. *0* To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual *12 3/4* ins
 Upper Deck. Moulded depth, ft. *28* ins. *0* To Upper Dk.

FRAMING.				Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
				per Rule	per Rule	per Rule	per Rule	per Rule	per Rule
E. Angles, <i>AP</i> Bars, amidships				<i>9</i>	<i>3 1/2</i>	<i>52</i>	<i>9</i>	<i>3 1/2</i>	<i>52</i>
in peaks <i>AP</i> <i>7</i> <i>3 1/2</i> <i>42</i>				<i>8</i>	<i>3 1/2</i>	<i>36</i>	<i>as fitted</i>		
in way of Double Bottoms at Solid Floors				<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>
" " at intermdt. Bkts				<i>4 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>4 1/2</i>	<i>3 1/2</i>	<i>40</i>
g of Frames from centre to centre amidships				<i>25 1/2</i>			<i>25 1/2</i>		
length to collision bulkhead									
of Frames from centre to centre in peaks				<i>24</i>			<i>24</i>		
ERSED FRAME, Angles				<i>AP</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	<i>3 1/2</i>	<i>3 1/2</i>
in way of Double bottoms at Solid Floors				<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>
" " at intermdt. Bkts				<i>4</i>	<i>3</i>	<i>40</i>	<i>7</i>	<i>3</i>	<i>40</i>
ING, depth of girder				<i>6</i>	<i>in AP</i>		<i>6</i>	<i>in AP</i>	
ORS, depth and thickness of Floor Plate									
at mid-line for 1/2 length amidships									
in way of Engine and Boiler spaces									
thickness at the ends of vessel									
depth at 1/2 the half-bdth. as per Rule									
height extended at the Bilges									
ORS, in Cell Double Bottoms					<i>40-36</i>		<i>40-36</i>		
state if flanged (top and bottom)				<i>No</i>			<i>No</i>		
spacing of Solid				<i>24 in pds.</i>	<i>25 1/2</i>	<i>151</i>	<i>25 1/2</i>	<i>151</i>	
TRE GIRDER, in Dbl. bottom, dpth. & thickness				<i>42</i>	<i>50-40</i>		<i>42</i>	<i>50-40</i>	
Angles, Top				<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>50</i>
Bottom				<i>4 1/2</i>	<i>4 1/2</i>	<i>60</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>60</i>
to Floors				<i>5</i>	<i>5</i>	<i>56</i>	<i>5</i>	<i>5</i>	<i>56</i>
Brackets at intermdt. frmg., width & thkns				<i>36</i>	<i>40-36</i>		<i>36</i>	<i>40-36</i>	
E GIRDERS, number and thickness				<i>400</i>	<i>38-36</i>		<i>400</i>	<i>38-36</i>	
state if flanged (top & bottom)				<i>Top</i>	<i>3 1/2</i>	<i>flang</i>	<i>Top</i>	<i>3 1/2</i>	<i>fl</i>
Angles				<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>
RGIN PLATE, depth (exclusive of flange) and thickness				<i>38</i>	<i>32</i>	<i>46</i>	<i>38</i>	<i>32</i>	<i>46</i>
Angles to outside plating				<i>3 1/2</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>46</i>
to floors				<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>
Brackets at intermdt. frmg., width & thkns				<i>30</i>	<i>40-36</i>		<i>30</i>	<i>40-36</i>	
Height of Brackets above at Bilge				<i>24</i>			<i>24</i>		
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake				<i>42</i>	<i>50-40</i>		<i>42</i>	<i>50-40</i>	
thickness in Engine and Boiler space				<i>8</i>	<i>48</i>	<i>13</i>	<i>8</i>	<i>48</i>	<i>13</i>
Remainder in Holds				<i>40-34</i>			<i>40-34</i>		
BEAMS, Awng or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel				<i>4</i>	<i>3</i>	<i>42</i>	<i>7</i>	<i>3</i>	<i>42</i>
Spacing				<i>25 1/2</i>			<i>25 1/2</i>		
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel				<i>9</i>	<i>35</i>	<i>36</i>	<i>9 1/2</i>	<i>3 1/2</i>	<i>56</i>
Spacing				<i>51</i>			<i>51</i>		
BEAMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel				<i>11</i>	<i>35</i>	<i>36</i>	<i>11</i>	<i>3 1/2</i>	<i>56</i>
Angles on upper edge									
Spacing				<i>51</i>			<i>51</i>		
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.				Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
				per Rule	per Rule	per Rule	per Rule	per Rule	per Rule
PILLARS, in 'tween Deck, size and spacing				<i>25/8</i>	<i>51</i>	<i>27/8</i>	<i>51</i>		
Hold <i>6</i> <i>6</i> <i>70</i> <i>1</i> <i>64</i> <i>1</i> <i>3 1/2</i>				<i>3 1/2</i>	<i>50</i>	<i>48</i>	<i>12</i>	<i>6</i> <i>11</i> <i>56</i>	
Quarter, 'tween Dks., Lower				<i>27/8</i>	<i>51</i>	<i>27/8</i>	<i>51</i>		
in Hold Spacing				<i>6</i>	<i>10</i>	<i>from</i>	<i>spaces</i>		
KEELSONS AND STRINGERS.				Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
				per Rule	per Rule	per Rule	per Rule	per Rule	per Rule
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate									
Rider Plate									
Flat Keel Plate Angles									
Horizontal Plates on Floors									
Angles or Bulb Angles									
SIDE KEELSONS, Number									
Angles or Bulb Angles									
Plate above floors, for length									
Intercoastal Plate, for length									
Attached to outside plating with Angle									
BILGE KEELSON, Angles									
Intercoastal Plate, for length									
Attached to outside plating with Angle									
SIDE STRINGERS, Number									
Angle									
Intercoastal Plate, for lng.									
Attached to outside plating with Angle									
Awning or Shelter Deck Stringer Plates, breadth and thickness				<i>53-34</i>	<i>34</i>	<i>54</i>	<i>53-34</i>	<i>54</i>	<i>42</i>
Angle on ditto				<i>4 1/2</i>	<i>4 1/2</i>	<i>58</i>	<i>4 1/2</i>	<i>4 1/2</i>	<i>58</i>
Tie Plates, fore and aft, outside Hatchways									
Deck. * <i>Unas</i> Steel, for <i>whol</i> lng.				<i>42</i>	<i>38</i>		<i>42</i>	<i>38</i>	
Wood Deck. Material & thickness									
Upper Deck Stringer Plate, breadth and thickness				<i>46</i>	<i>34</i>	<i>46</i>	<i>46</i>	<i>34</i>	<i>46</i>
Angles on ditto, No. <i>2</i>				<i>3 1/2</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>46</i>
Tie Plates, outside Hatchways									
Deck. * <i>Unas</i> Steel, for <i>whol</i> lng.				<i>34</i>	<i>30</i>		<i>34</i>	<i>30</i>	
Wood Deck. Material & thickness									
Second Deck Stringer Plates, br'dth & thckn's				<i>46</i>	<i>34</i>	<i>42</i>	<i>46</i>	<i>34</i>	<i>42</i>
Angles on ditto, No. <i>2</i>				<i>3 1/2</i>	<i>3 1/2</i>	<i>46</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>46</i>
Tie Plates, outside Hatchways									
Deck. * Material and thickness <i>Steel</i>				<i>34</i>	<i>30</i>		<i>34</i>	<i>30</i>	
Third, Fourth & Fifth Deck Stringer Plate, breadth and thickness									
Angles on ditto, No.									
Tie Plates, outside Hatchways									
Deck. Material and thickness									
Poop Deck Stringer Plate, breadth & thickness									
Angles 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 & th'kns									
Angle on ditto									
Tie Plates									
Deck. Material and thickness									

[illegible]

EQUIPMENT No. 33190 LETTER Y						ANCHORS.											
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQ. BY TABLE 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.	
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwt.	qrs.	lbs.	Owts.	qrs.	lbs.			
23324	1st Bower	60	1	0	Stockless	48	10	0	0	60	0	0	Britannic c.s.k.	Rbyker & Co.	Crosley Heath	16/11/16	A.M.Y.
23786	2nd "	58	1	10	"	47	8	3	0	56	2	0	"	do	do	17/11/16	S.S.P.
23783	3rd "	58	0	0	"	47	5	0	0	54	0	0	"	do	do	do	do
	Collective weight	176	2	10						170	2	0					
23580	Stream	16	1	10	4	2	0	17	14	0	4	16	1	0	Ord. local iron	do	13/10/16 do
23568	Kedge	7	2	0	2	0	0	9	13	3	0	7	0	0	do	do	do do

CHAIN CABLES.										HAWERS AND WARPS.														
Number of Certificate.		Length and Size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 31.		Description.		Makers of Cables.		Where and when tested, and Superintendent.		Material.		Length and Size supplied.		Breaking Test of Steel Wire Towline.		Fathoms and size per Table 31.		
		Fathoms.	Inches.	Tons.	Cwt.	qrs.	lbs.	Owts.	qrs.	lbs.	Fathoms.	Inches.							Fathoms.	Inches.				
64466	135'	23	16	86	120	324	2-16	645	3-0	270	2 1/2	Steel (Rund)	N Huxley	Neth.	28/11/16	H.C.	TOWLINE	✓	120	4 1/2	68 1/2	120	4 1/2	
64467	135'	23	16	86	120	324	2-16	645	3-0	270	2 1/2	Steel (Rund)	Dunn & Co.	"	"	"	HAWERS & WARPS	✓	2-90	8	2-90	8	2-90	
																			✓	2-90	7	2-90	7	2-90
No. Stream	90	Gr. 4 1/2		65 1/2						90	Gr. 4 1/2	3 W.	Johis Seide	Makes Cert.										
Wires - Steel Wire																								

Boats 2 life 28'-0" x 8'-6" x 3'-7" Gigs 19'-0" x 5'-0" x 2'-0" Steering Gear, Steam By Builders Steering Gear, Hand by Builders
Pumps, Number Overboard valve complete + h.p. L.F.R. Diameter of Barrel 5 1/2" x 4". State whether they are in efficient working order Yes
Windlass is Made by Builders Capstan Combined
Engine Room Skylights. How constructed? Plates & angles What arrangements for deadlights in bad weather? Glass in steel frames
Coal Bunker Openings. How constructed? Plates & angles How are lids secured? 2 1/2" hatchboards Height above deck? 2'-0"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 a sides. Open rails.
Ceiling in Holds, thickness and material 2 1/2" pine under k'ys. Cargo Battens, thickness and material 3" pine
Cargo Hatchways. How formed? Plates & angles Hatches, If strong and efficient? Yes
State size No. 1 Hatch (Forward) 27' x 12' - 18'-0" No. 2 Hatch 31' x 10 1/2' x 18'-0" No. 3 Hatch 12' x 9' x 16'-0" No. 4 Hatch 31' x 10 1/2' x 18'-0"
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 2 x 4 Sides + 5 fore webs. No 3 Main web No 5 = 27' x 12' x 18'-0"
No. of Breasthooks 7 both sides. No. of Crutches Deck floors.
Bulkheads, height above deck and description Open rails. Amid. 5'-6" x 7'-6" Main Rail and Stays, material and size 5' x 2 1/2" x 34' amid.
The foregoing is a correct description.
Builder's Signature (here only) ASAKI DOGRO COMPANY Ltd. Surveyor's Signature Arthur L. Jones
Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case).
M. 16 Feb 1916 & 10 May 1916 M. 28 Feb 1917 M. 16 Mar. 1917 M. 8 Mar 1917.
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? Joggled framing 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 facing surfaces? Yes Do any rivets break into or through the seams or butts of the plating? No
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 under Special Survey, in accordance with the plans as approved + the Rules + the materials + workmanship have been found good. Photoprints of midship section + construction plan are forwarded under separate cover. Sister vessels reported are the S. S. Argonne (Rpt. 1941), "Capo di Monte" (Rpt. No 2030) "War Queen" (2009) "War Prince" (2031)
Copies of the certificate of D.W. Capacity + particulars of light Draught calculation etc are enclosed.
Photoprints of midship section + profile are sent under separate cover.
Drop lists of Anchor heads.
1st Bower. Lot. of hd. 37 Oct 1910 ltr Qm.P. Lot No 2190 17 Feb 1916
2nd " " " 35 " 2 " 0 " do " " 2131 19 Oct 1916
3rd " " " 34 " 3 " 0 " do " " 2141 23 Oct 1916
Yard Nos. 396-7 - 8-9. 400-1-2 (Reel laid)

The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building.

The amount of Entry Fee £ : 50 Fees applied for, 20 Jan 1917
Special Survey Fee... £ : 2576 Received by me, 3rd May 1917
Travelling Expenses, if any £ : 30
Testing Blue Castings £ : 60
State whether the Vessel has been built under Special Survey Yes
I am of opinion this Vessel should be Classed + 100A1. Above deck With freeboard
With, or without Freeboard, as condition of Class
Committee's Minute TUE AUG. 28 1917.
Character assigned 100A1 Awarded with fld Lloyd's Assn. P. Unit Rob. + 2mb/17 F.D.

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

GENERAL REMARKS—(continued).

WEB-FRAME
" N
WEB-FRAME
" N
WEB-FRAME
" N
" Size
BRACKET
Web Frame

BULKHEAD

W.T.BULKHEAD

" COLLISION
PARTITION
LONGITUDINAL

Are the outer
Are the inner

ST

FLAT PLATE
(If Bar Iron)
GARBOARD

State at
thickness
way of 1
Bottom

Write "Aiming or Shelter Deck" "Sheer Strake" opposite its corresponding letter.

TRUNK
CLEAN
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PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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) *2 Bxs (steel) + Aiming deck (steel)*
Official No. ; Signal Letters State if Machinery is fitted aft *No.*
How are the surfaces preserved from oxidation? Inside *Paint & cement* Outside *Paint*

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<i>✓ 116.9</i>	<i>342</i>	Fore peak tank,		
Double bottom, under Engines and Boilers,	<i>✓ 44.6</i>	<i>182</i>	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<i>✓ 172.1</i>	<i>594</i>	Other tanks, if fitted,		
	Total capacity of double bottom	<i>1118</i>	(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 *See*

Order for Special Survey No.

Date

No. *395* in builder's yard.
(*ex. 396*)

DATES of Surveys held while building

10th March to 3rd July 1917
Continuous attendance

Surveyor's Signature

Arthur L. Jones

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Total No. of Vists

Lloyd's Register
Foundation

Rpt.

Date of
No. in
Reg. B.

Master

Engines

Boilers

Register

Nom. H.

ENGLI

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