

With or Without

Disconnected Erections.

REC'D NEW YORK Dec. 11/1918.
STEEL STEAMER.

Received at London Office

TUE. 31 DEC. 1918

Date of completion of report *Nov 30th 1918.*
held at *Vancouver B.C.*

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

Port of *Vancouver B.C.*

No. *681.*

Date, First Survey *June 7th 1914*

Last Survey *Nov 27th*

1918

Single Screw Steamer. "WAR CHARGER" Rig Schooner.

(State if Single, Twin, or Triple Screw)

CLASS *100-A1.*

FEET.

Master *A.A.S. Walker*

Year of appointment

(1) As Master in service of
owner of present vessel: 1918
(2) As Master of this
vessel: June 1918

Built at *Vancouver B.C.*

When built *1918* Launched *27th July 1918.*

By whom built *J. Coughlan & Sons*

Owners *H. M. The King, represented*

by the Shipping Controller.

Managers *Raeburn & Verel*

(Where necessary to be entered in Reg. Book.)

Residence

Port belonging to *Vancouver B.C.*

Deck... *5133.26*

Tonnage Dk. *161.85*

Upper Dk. *127.00*

House *115.53*

Castle *185.15*

Spaces on Dk. *62.16*

of Hatchways *2.38*

Crown of *5784.33*

Room *214.14*

FOR FEES.. *80.62*

Room *564.75*

ation Spaces *68.12*

Tonnage *4229.24*

Beam ..

Breadth (greatest moulded) *54.00*

Depth, at middle of length from top of keel to top of *29.75*

upper deck beams at side *83.75*

Transverse Number *410.45*

Length on deck from fore part of stem to after part of *3437.5*

stern post *17.92*

Longitudinal Number *13.79*

Depth "d," at middle of length (See Secs. 2 & 13) *10.73*

Proportions—Depths to Length—Upper Deck Beam at *10.73*

side to top of keel

Long Bridge Deck

Beam at side to top of keel

Destined Voyage *Siberia*

If Surveyed while Building, Afloat, or in Dry Dock *Building*

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
Rule	410	5 1/2	Moulded	54	0	Do.	do.	Two
						Do.	do.	No. of Tiers of Beams
						Do.	do.	Two

Moulded depth, ft. *38* ins. *3* To Bridge Dk. Round of Upper *13 1/2* ins.

Moulded depth, ft. *29* ins. *9* To Upper Dk. Dk. Beam, Actual

ons of Ship per Register, Length *410.5* breadth *54.1* depth *29.5*

FRAMING.

E, Angles, or C or L Bars amidships *10 3 1/2 54 10 3 1/2 54*

n peaks *6 3 1/2 11.7 6 3 1/2 11.7 1/2*

n way of Double Bottoms at Solid Floors *3 1/2 3 1/2 43 3 1/2 3 1/2 43*

" " at intermdt. Bkts. *24 24*

of Frames from centre to centre amidships *24 24*

" " from *24 24*

" " length to Collision bulkhead *3 1/2 3 1/2 43 3 1/2 3 1/2 43*

" " in peaks *3 1/2 3 1/2 50 3 1/2 3 1/2 50*

ISED FRAME, Angles *3 1/2 3 1/2 50 3 1/2 3 1/2 50*

n way of Double Bottoms at Solid Floors *10 10*

" " at intermdt. Bkts. *40 40*

ING, depth of girder *50 50*

RS, depth and thickness of Floor Plate *36 36*

" " at mid-line for $\frac{1}{2}$ length amidships *44 44*

" " in way of Engine and Boiler Spaces *44 44*

thickness at the ends of vessel *No No*

depth at $\frac{1}{2}$ the half breadth, as per Rule *27 27*

height extended at the Bilges *44 44*

RS in Cell. Double Bottoms *44 44*

state if flanged (top & bottom) *5 5 18.1 5 5 18.1*

Spacing of Solid floors *5 5 18.1 5 5 18.1*

RE GIRDER, in Dbl. bottom, dpth. & thcknss. *3 1/2 3 1/2 12.4 3 1/2 3 1/2 12.4*

" Angles, Top *5 5 18.1 5 5 18.1*

" " Bottom *5 5 18.1 5 5 18.1*

" " to Floors *5 5 18.1 5 5 18.1*

Brackets at intermdt. frmg., wdth & thcknss *Two 46 36 Two 46 36*

GIRDERS, number on each side & thickness *No No*

" state if flanged (top and bottom) *3 1/2 3 1/2 9.8 3 1/2 3 1/2 9.8*

" Angles (top and bottom) *3 1/2 3 1/2 8.3 3 1/2 3 1/2 8.3*

" " to Floors *38 38 48 38 38 48*

IN PLATE, depth (exclusive of flange) *4 4 50 4 4 50*

" and thickness *3 1/2 3 1/2 69.8 3 1/2 3 1/2 69.8*

" Angle to Outside Plating *4 4 50 4 4 50*

" " Floors *3 1/2 3 1/2 69.8 3 1/2 3 1/2 69.8*

Brackets at intermdt. frmg., wdth & thcknss *44 44 52 44 44 52*

R BOTTOM PLATING, breadth and *44 44 52 44 44 52*

thickness of Middle Line Strake *40 40 38 40 40 38*

" " in Engine and Boiler space *40 40 38 40 40 38*

" " Remainder in Holds *40 40 38 40 40 38*

IS, Upper Deck, Single Angle, Bulb *4 4 50 4 4 50*

Angle, Plate, Tee Bulb, or Channel *4 4 50 4 4 50*

In way of Long Bridge *4 4 50 4 4 50*

Spacing *24 24*

IS, Second Deck, Single Angle, Bulb *13 4 32 13 4 32*

Angle, Plate, Tee Bulb, or Channel *54 54*

Spacing *54 54*

IS, Third and Fourth Deck, Single Angle, *8 3.5 20.5 8 3.5 20.5*

Bulb Angle, Plate, Tee Bulb, or Channel *8 3.5 20.5 8 3.5 20.5*

Angles on upper edge *8 3.5 20.5 8 3.5 20.5*

Spacing *54 54*

IS, Bridge Deck, Angle, Bulb Angle, Plate, *4 3.45 20.4 4 3.45 20.4*

Tee Bulb, or Channel *4 3.45 20.4 4 3.45 20.4*

Angles on upper edge *4 3.45 20.4 4 3.45 20.4*

Spacing *24 24*

IS, Forecastle Deck, Angle, Bulb Angle, *4 3.45 20.4 4 3.45 20.4*

Plate, Tee Bulb, or Channel *4 3.45 20.4 4 3.45 20.4*

Angles on upper edge *4 3.45 20.4 4 3.45 20.4*

Spacing *24 24*

PILLARS.

PILLARS In 'tween Deck, in peaks *38 @ 48"*

" " Hold *And wide spaced pillars*

" " Quarter 'tween Dks., *9 girders as per rule*

" " in Hold *and approved plan*

KEELSONS & STRINGERS.

CENTRE LINE KEELSON, Vertical Plate above *38 @ 48"*

" Rider Plate *And wide spaced pillars*

" Flat Plate Keel Angles *9 girders as per rule*

" Horizontal Plates on Floors *and approved plan*

" Angles or Bulb Angles

SIDE KEELSONS, Number

" Angles or Bulb Angles

" Plate above floors, for length

" Intercostal Plate, for length

" Attached to outside Plating with Angle

BILGE KEELSON, Angles

" Intercostal Plate for length

" Attached to outside Plating with Angle

SIDE STRINGERS, Number

" " Angle

" Intercostal Plate, for full length

" Attached to outside plating with Angle

Upper Deck Stringer Plate, br'dth & thickness

" " " " (clear of Bridge)

" " " " br'dth & thickness

" " " " (in way of Bridge)

" " " " Angle (clear of Bridge)

" " Tie Plate at sides of Hatchways

" Deck * *Iron* Steel, for full lng.

" " Thickness (clear of Bridge)

" " (in way of Bridge)

" Wood Deck, Material & thickness

Second Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates outside Hatchways

" Deck * *Iron* Steel, for full lng.

" Wood Deck, Material & thickness

Third Deck Stringer Plate, br'dth & thickness

" Angles on ditto, No.

" Tie Plates, outside Hatchways

" Deck * Material and thickness

Fourth and Fifth Deck Stringer Plate, *breadth & thickness*

" " Angles on ditto, No.

" " Tie Plates outside Hatchways

" " Deck, Material & thickness

Poop Deck Stringer Plate, breadth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness *Steel*

Bridge Deck Stringer Plate, br'dth & thickness

" Angle on ditto

" Tie Plates

" Deck, Material and thickness *Steel*

Forecastle Deck Stringer Plate, b'dth & th'kns

" Angle on ditto

" Tie Plates

" Deck, Material and thickness *Steel*

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

Form No. 1A. WEB FRAMES. Inches in Ship. Inches in Ship. Inches in Ship. Inches in Ship. FORGINGS OR CASTINGS. Inches in Ship. Inches per Rule, Or as Approved. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D Table 22. Speed. Main-Piece, diameter at head. RUDDER, how constructed. Single plate with keyed arms. Thickness of Plates or Single Plate. Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. BULKHEADS. Number. Thickness. STIFFENERS. Single or Double Frames. Height up, state deck. W.T. BULKHEADS. FRAME No. 12. COLLISION PARTITION. LONGITUDINAL. PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. RIVETING. Upper Deck. Stringer Plate. Second Deck. Stringer Plate. FRAMES extend in one length from. REVERSED FRAMES. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. 35864.73. LETTER Z. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. Particulars of Drop Test of Cast Steel Anchors. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates, Shifting Beams and Fore-and-Afters. Bulwarks. Correspondence. Workmanship. General Remarks. This vessel has been built in accordance with the approved plans, the Secretary's letters of the above dates and in general conformity to the rules for the Class contemplated. A copy of the approved Midship Section & Longitudinal plans, also Forging-certificate are herewith enclosed. One transverse bulkhead in the forward hold has been dispensed with, six T.S. Bulkheads are now fitted, a letter dated Aug 30th 1918, from the Owners Representative requesting the omission of the above bulkhead was forwarded with the 1st Entry Report of the Sister vessel S.S. "War Camp". The double bottom ballast tanks in the Engine & Boiler Rooms have been cemented as per rule requirements, the d.b. tanks in the holds have been cement washed only, it being contemplated carrying out in d.b. tanks. The Surveyor should state the Number of Report and Name of any Sister Vessel. This Damage Survey - \$320.00. The amount of Entry Fee. Special Survey Fee. Travelling Expenses. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. Lloyd's Register Foundation.

GENERAL REMARKS—(continued).

The chain cables in this vessel (210 fathoms) (Rule requirements 240 fth.) are in conformity with the reduction of requirements for lengths of chain cables as a war emergency measure, (Notice 1304)

The certificates for the above cables had been destroyed by rats when in the Shipbuilders possession, the duplicates for these certificates had not arrived at the time this report was forwarded to London.

The markings on the cables were obtained as far as practicable, many of the figures having been damaged and undecipherable. A letter from the Shipbuilders is appended, stating the loss of these cable certificates.
not attached to

This vessel was ready for launching when a fire occurred in the Builders Yard on May 15th 1918, causing extensive damage to the vessel. The port shell from forward of the Boiler Room Bulkhead to the break of the fore-castle being badly buckled from Bstrake to the Sheer Strake & Bridge Deck.

The Upper Deck, No. 2 Deck, and the Bridge Deck buckled and set down over the same area, and the Fore-castle Deck also buckled & set down.

The port side of the Tank Top plating in No. 1 & 2 holds being also buckled.

On May 24th 1918 & subsequent dates, in company with Mr. B. Williams, the Owners & Imperial Munitions Board Representative, Capt. Logan for the London Salvage Association, and Capt. Bullington for the San Francisco Board of Marine Underwriters, the vessel was surveyed when on the stocks in the Builders Yard; Damage found & corresponding recommendation made as per appended "Damage Report".

These repairs have been satisfactorily carried out.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 59'0" ft., R.Q.D. ✓ ft., Bridge 114'75 ft., Fore-castle 46'0" 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 should appear in the Register Book) 2 dks (stl)

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,	145.25	233	Fore peak tank,	21'3"	132
Double bottom, under Engines and Boilers,	40.5	349	After peak tank,	25.0	264
Double bottom, if under Engines only,	✓		Deep tank, aft,	✓	✓
Double bottom, if under Boilers only,	✓		Deep tank, forward,	2 fresh water	28
Double bottom, forward,	182.25	692	Other tanks, if fitted,	2 brack tanks	44
Total length 368'0"			(If necessary, furnish further information by sketch.)	Settling	80
	Total capacity of double bottom	1274			

* 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 yes

Order for Special Survey No.

Date June 4th 1914

No. 3 in builder's yard.

DATES OF SURVEYS held while building

1914: June 4-15 July 6-21 Aug 4-14-15-24-28 Sept 4-11-14-20-26 Oct 19 Dec 10-29.
1918: Jan 8-14-26-30 Feb 4-14-20-26 Mar 1-8-14-18 Apr 1-10-15-23-30 May 1-9-11-15-22-27
27-30 June 1-5-7-12-14-20-24-26-28 July 4-8-10-16-18-23-25-26-27 Aug 23.
Sept 18-24 Oct 3-4-15-17-19-21-22-25 Nov 8-9-13-18-25-27

Total No. of Visits 77

Surveyor's Signature

James Lunnay & James Murdoch

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