

With or Without

STEEL STEAMER.

Disconnected Erections.

State if Report is also sent on the Machinery of the Vessel

Received at London Office

FRI. 13 DEC. 1918

Date of completion of report

Survey held at

Connected by *Trip*

Port of

Date, First Survey

NEWCASTLE-ON-TYNE

Last Survey

No.

71462

On the (State if Single, Twin, or Triple Screw)

Single Screw Steamer War Rajah

Rig

Wireless mast

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Tonnage Dk.

Do. of Poop

Do. of Bridge House

Do. of Forecastle House

Do. of Houses on Dk.

Do. of excess of Hatchways

Do. above Crown of

Engine Room

Gross Tonnage

Less Crew Space

Less above Crown of

Engine Room

Navigation Spaces

Net Tonnage

on Beam

CLASS

FEET.

Master

W. Laurie

Year of appointment

(1) As Master in service of owner of present vessel:—191
(2) As Master of this vessel:—191

Built at *Wallsend, Newcastle on Tyne*

When built *1918* Launched *5th Nov 1918*

By whom built *Swan Hunter & Wigham Richardson Ltd*

Owners *The Shipping Controller*

Managers *British Tanker Co Ltd*

Residence

London

Port belonging to *London*

Breadth (greatest moulded).....

52.0

Depth, at middle of length from top of keel to top of upper deck beams at side.....

31.0

Transverse Number.....

83.0

Length on deck from fore part of stem to after part of stern post.....

400

Longitudinal Number.....

33200

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

Proportions—Depths to Length—Upper Deck Beam at side to top of keel.....

12.9

" " Long Bridge Deck Beam at side to top of keel.....

10.83

Destined Voyage *Hull*

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

DEPTH on Deck	Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid
per Rule	<i>400</i>	<i>0</i>	Moulded	<i>52</i>	<i>0</i>	Do. do. do. do.	Second Dk. Beams	<i>28</i>	<i>0 1/4</i>	<i>One</i>

Moulded depth, ft.	ins.	To Bridge Dk.	Round of Upper	ins.
<i>31</i>	<i>0</i>	To Upper Dk.	Dk. Beam, Actual	<i>12 3/4</i>

FRAMING.				PILLARS.			
ME.	Angles.	Bars amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Do. in peaks			<i>8</i>	<i>31</i>	<i>38</i>	<i>8</i>	<i>3</i>
Do. in way of Double Bottoms at Solid Floors			<i>8</i>	<i>31</i>	<i>38</i>	<i>8</i>	<i>3</i>
Do. in way of Double Bottoms at intermdt. Bkts.			<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>
ing of Frames from centre to centre			<i>26</i>		<i>26</i>		
length to Collision bulkhead			<i>24</i>		<i>24</i>		
in peaks			<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>
VERSED FRAME, Angles			<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>
Do. 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>
Do. in way of Double Bottoms at intermdt. Bkts.			<i>36</i>		<i>36</i>		
ING, depth of girder			<i>26</i>		<i>26</i>		
ORS, depth and thickness of Floor Plate			<i>43</i>	<i>40</i>	<i>43</i>	<i>40</i>	
at mid-line for 1/2 length amidships			<i>3 1/2</i>	<i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>
in way of Engine and Boiler Spaces			<i>6</i>	<i>6</i>	<i>58</i>	<i>4 1/2</i>	<i>4 1/2</i>
thickness at the ends of vessel			<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>40</i>
depth at 1/2 the half breadth, as per Rule			<i>1</i>	<i>36</i>	<i>1</i>	<i>36</i>	
height extended at the Bilges			<i>36</i>		<i>36</i>		
ORS in Cell. Double Bottoms			<i>26</i>		<i>26</i>		
state if flanged (top & bottom)			<i>43</i>	<i>40</i>	<i>43</i>	<i>40</i>	
Spacing of Solid floors			<i>3 1/2</i>	<i>3 1/2</i>	<i>48</i>	<i>3 1/2</i>	<i>48</i>
NTRE GIRDER, in Dbl. bottom, dpth. & thcknss.			<i>6</i>	<i>6</i>	<i>58</i>	<i>4 1/2</i>	<i>4 1/2</i>
Angles, Top			<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>40</i>
Bottom			<i>3</i>	<i>3</i>	<i>40</i>	<i>3</i>	<i>40</i>
to Floors			<i>4</i>	<i>4</i>	<i>48</i>	<i>4</i>	<i>48</i>
Brackets at intermdt. frmng., wdth & thcknss			<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>40</i>
DE GIRDERS, number on each side & thcknss			<i>43</i>	<i>48</i>	<i>40</i>	<i>43</i>	<i>48</i>
state if flanged (top and bottom)			<i>100</i>	<i>48</i>	<i>56</i>	<i>48</i>	<i>56</i>
Angles (top and bottom)			<i>44</i>	<i>36</i>	<i>44</i>	<i>36</i>	
to Floors			<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>
ARGIN PLATE, depth (exclusive of flange) and thickness			<i>26</i>		<i>26</i>		
Angle to Outside Plating			<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>10</i>	<i>3 1/2</i>
Floors			<i>43</i>	<i>48</i>	<i>40</i>	<i>43</i>	<i>48</i>
Brackets at intermdt. frmng., wdth & thcknss			<i>44</i>	<i>36</i>	<i>44</i>	<i>36</i>	
Height of Outside Brackets above at bilge			<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>
NER BOTTOM PLATING, breadth and thickness of Middle Line Strake			<i>26</i>		<i>26</i>		
in Engine and Boiler space			<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>10</i>	<i>3 1/2</i>
Remainder in folds			<i>43</i>	<i>48</i>	<i>40</i>	<i>43</i>	<i>48</i>
AMS, Upper Deck, Single Angle, Bulb			<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>
Angle, Plate, Tee Bulb, or Channel			<i>26</i>		<i>26</i>		
In way of Long Bridge			<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>10</i>	<i>3 1/2</i>
Spacing			<i>43</i>	<i>48</i>	<i>40</i>	<i>43</i>	<i>48</i>
AMS, Second Deck, Single Angle, Bulb			<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>
Angle, Plate, Tee Bulb, or Channel			<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>10</i>	<i>3 1/2</i>
Spacing			<i>43</i>	<i>48</i>	<i>40</i>	<i>43</i>	<i>48</i>
AMS, Third and Fourth Deck, Single Angle, Bulb			<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>
Angle, Plate, Tee Bulb, or Channel			<i>26</i>		<i>26</i>		
Angles on upper edge			<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>10</i>	<i>3 1/2</i>
Spacing			<i>43</i>	<i>48</i>	<i>40</i>	<i>43</i>	<i>48</i>
AMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel			<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>
Angles on upper edge			<i>26</i>		<i>26</i>		
Spacing			<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>10</i>	<i>3 1/2</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel			<i>43</i>	<i>48</i>	<i>40</i>	<i>43</i>	<i>48</i>
Angles on upper edge			<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>
Spacing			<i>26</i>		<i>26</i>		
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel			<i>9</i>	<i>3 1/2</i>	<i>46</i>	<i>9</i>	<i>3 1/2</i>
Angles on upper edge			<i>26</i>		<i>26</i>		
Spacing			<i>10</i>	<i>3 1/2</i>	<i>44</i>	<i>10</i>	<i>3 1/2</i>

KEELSONS & STRINGERS.			
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate			
Rider Plate			
Flat Plate Keel Angles			
Horizontal Plates on Floors			
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 length			
Attached to outside plating with Angle			
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	<i>69</i>	<i>36</i>	<i>70</i>
br'dth & thickness (in way of Bridge)	<i>69</i>	<i>44</i>	<i>69</i>
Angle (clear of Bridge)	<i>6x6</i>	<i>56</i>	<i>6x6</i>
Tie Plate at sides of Hatchways			
Deck, * Iron or Steel, for full lng.	<i>70</i>	<i>36</i>	<i>70</i>
Thickness (clear of Bridge)			
(in way of Bridge)	<i>44</i>	<i>36</i>	<i>44</i>
Wood Deck, Material & thickness			
Second Deck Stringer Plate, br'dth & thickness	<i>45</i>	<i>44</i>	<i>45</i>
Angles on ditto, No. <i>2</i>	<i>3 1/2 x 3 1/2</i>	<i>44</i>	<i>3 1/2 x 3 1/2</i>
Tie Plates outside Hatchways			
Deck, * Iron or Steel, for full lng.		<i>30</i>	<i>30</i>
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	<i>36</i>	<i>30</i>	<i>36</i>
Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>34</i>	<i>3 1/2 x 3 1/2</i>
Tie Plates	<i>5 x 2 1/2</i>	<i>34</i>	
Deck, Material and thickness	<i>Steel</i>	<i>25</i>	<i>25</i>
Bridge Deck Stringer Plate, br'dth & thickness	<i>55</i>	<i>54</i>	<i>55</i>
Angle on ditto	<i>6x6</i>	<i>50</i>	<i>6x6</i>
Tie Plates			
Deck, Material and thickness	<i>Steel</i>	<i>40</i>	<i>40</i>
Forecastle Deck Stringer Plate, b'dth & th'kns	<i>36</i>	<i>30</i>	<i>36</i>
Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>34</i>	<i>3 1/2 x 3 1/2</i>
Tie Plates			
Deck, Material and thickness	<i>Steel</i>	<i>30</i>	<i>30</i>

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

Form No. 1A. WEB FRAMES, In Fore Body, No. and spacing. FORGINGS OR CASTINGS. 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. BULKHEADS. W.T. BULKHEADS. COLLISION. LONGITUDINAL. PLATING. STRAKES. THICKNESS OF SHEET PILES. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES. MASTS, SPARS, &c. LOWER MASTS. BOWSPRIT. TOPMASTS, YARDS AND REMAINDER OF SPARS. RIGGING, Material and Size, Shrouds. SAILS.

EQUIPMENT No. 35504. LETTER Z. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. Particulars of Drop Test of Cast Steel Anchors, viz.: Weight, Surveyor's Initials, Number of Certificate, Date of Test. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam Donkin Food. Steering Gear, Hand led to winch Food. Pumps, Number. Diameter of Barrel. State whether they are in efficient working order. Windlass is. Capstan. Engine Room Skylights. What arrangements for deadlights in bad weather? Coal Bunker Openings. How constructed? How are lids secured? Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Ceiling in Holds, thickness and material. Cargo Battsens, thickness and material. Cargo Hatchways. How formed? Hatches, If strong and efficient? State size No. 1 Hatch (Forward). No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch. No. of Breasthooks. No. of Crutches. Bulwarks, height above deck and description. Main Rail, material and size. The foregoing is a correct description for. Builder's Signature. Surveyor's Signature. Correspondence. State dates and initials of letters respecting this case. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c., conform well to each other? from the facing surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks (State quality of workmanship, &c.). S.S. War Rance has report no 7178 as a sister vessel. The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. 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. 10001. Carrying oil fuel in bulk. F.P. above 150° F. Lloyd's Register. 002157-002164-0202713. 002157-002164-0204.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *49 1/2* ft., R.Q.D. ☒ ft., Bridge *121* ft., Forecastle *12* ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated *The Poop Bridge and Forecastle are connected by the expansion trunk.*

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) *1 Pl (Ste) 2 tr Beams.*
 Official No. *142423*; Signal Letters _____ State if Machinery is fitted aft *No*
 How are the surfaces preserved from oxidation? Inside *Portland cement & Paint* Outside *Paint*

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,		
Double bottom, under Engines and Boilers,	<i>59</i>	<i>240</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>50</i>	<i>65</i>	Other tanks, if fitted,		
	Total capacity of double bottom	<i>305</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. *Yes*

Order for Special Survey No. *4741*

Date *17 Jan 1918*

No. *1077* in builder's yard.

DATES of Surveys held while building

1917. Oct 22 24 30. Nov 2 8 13 21 27 29. Dec 6 12 17 20 28. 1918. Jan 8 15 17 29 31. Feb 4 7 11 13 20 28. Mar 1 6 8 13 15 19 21 25 28. Apr 2 4 9 12 15 18 22 24 25 30. May 26 30 14 15 28 30. 19. July 9 11 17 22 24 26. Aug. 9 14 15 22 29. Sept. 3 9 11 13 16 Oct 2 4 7 10 11 14 15 19 22 24 25 29 31. Nov. 2 8 15 21 22 25 26 28 29. Dec. 2 34.

Total No. of Visits _____

Surveyor's Signature

James Gregory & E. J. Millett
 Lloyd's Register Foundation

"War Rajah" Newcastle Report No. 71462

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.	AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.				
	In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Speng.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Number.			Diameter. Inches.		
Bridge 'tween Decks ...	9	3 1/2	4 1/4				9	3 1/2	4 1/4				7/8	5 1/4	5 1/4	8	7/8
Uppermost Continuous No. 1	9	3 1/2	4 1/4	9	3 1/2	4 1/4	9	3 1/2	4 1/4	9	3 1/2	4 1/4	"	"	"	"	"
" 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 4	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
" 5	10	3 1/2	4 1/4	10	3 1/2	4 1/4	10	3 1/2	4 1/4	10	3 1/2	4 1/4	"	"	4" for 10 rivets	"	"
" 6	10	3 1/2	4 1/4	10	3 1/2	4 1/4	10	3 1/2	4 1/4	10	3 1/2	4 1/4	"	"	"	"	"
" 7	10	3 1/2	5 0	10	3 1/2	5 0	10	3 1/2	5 0	10	3 1/2	5 0	"	"	"	10	"
" 8	12x37 1/2x3 1/2x50			12x37 1/2x3 1/2x50			12x37 1/2x3 1/2x50			12x37 1/2x3 1/2x50			"	"	"	"	"
" 9	"			"			"			"			"	"	"	"	"
" 10	"			"			"			"			"	"	3 1/8 for 10 rivets	"	"
" 11	12x50x3 1/2x50			12x50x3 1/2x50			12x50x3 1/2x50			12x50x3 1/2x50			"	"	"	"	"
" 12	15x47 1/2x4x63			15x47 1/2x4x63			15x47 1/2x4x63			15x47 1/2x4x63			"	"	4	16	"
" 13	15x62 1/2x4x63			15x62 1/2x4x63			15x62 1/2x4x63			15x62 1/2x4x63			"	"	"	"	"
" 14	"			"			"			"			"	"	"	13	"
" 15	"			"			"			"			"	"	"	"	"
" 16	Girders			"			"			"			"	"	"	"	"
Amidships	30						30			30							
At Ends				30						30							
Tank Top Longitudinals	8x3x3 1/2x6 1/2						8x3x3 1/2x6 1/2						7/8	5 1/4			
Bottom	9 3 1/2 4 1/4						9 3 1/2 4 1/4						"	"			
Longitudinals	Amidships 30						30										
Transverses.													Rivets in Lugs to Shell Diam. Speng.				
Depth and Thickness	15		38				15		38								
Face Angles	3 1/2	3 1/2	4 1/4				3 1/2	3 1/2	4 1/4								
Lugs to Shell	3 1/2	3 1/2	4 1/4				3 1/2	3 1/2	4 1/4				7/8	5 1/4			
Depth and Thickness																	
Face Angles																	
Lugs to Shell																	
Depth and Thickness	31	46	31	46	31	46	31	46	31	46	31	46					
Face Angles	9 3 1/2 66		9 3 1/2 66		9 3 1/2 66		9 3 1/2 66		9 3 1/2 66		9 3 1/2 66						
Lugs to Shell	6 6 46		6 6 46		6 6 46		6 6 46		6 6 46		6 6 46		7/8	4 1/2			
Brackets	1	46		46		46		46		46		46					
Transverse Frames	10 5/8			10 5/8			10 5/8			10 5/8							
Bridge Deck	7 3 1/2 35						7 3 1/2 35						Spacing.				
Upper	9 3 1/2 4 1/4			9 3 1/2 4 1/4			9 3 1/2 4 1/4			9 3 1/2 4 1/4			30				
Second																	
Third																	
Transverse Beams.																	
Plate.	11x38 6x3 1/2x40			11x38 6x3 1/2x40			11x38 6x3 1/2x40			11x38 6x3 1/2x40							
Angles.	7x3x40			7x3x40			7x3x40			7x3x40							
Plate.	15x40			15x40			15x40			15x40							
Angles.	8x4			8x4			8x4			8x4							

Particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.
NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

002157-002164-0202 3/3

