

WOOD SHIP.

31 MAR 1948

No. 3369. Survey held at Monroe, T. Bay, NFL., Date, First Survey July 3rd/46 Last Survey 27th. Feb. 19 48.

on the Wood Single Screw Motor Vessel "TERRA NOVA"

Master

Tonnage under Tonnage Deck	291.98
Ditto of Spar Deck, or Aft Deck	-
Ditto of Poop or Raised Qr. Dk.	-
Ditto of Houses on deck	58.17
Ditto of Forecastle	26.67
Gross Tonnage	379.14
Crew Space, as per Rule	45.08
Register Tonnage, cut on Beam	239.65
Engine Room	43.66
Register Tonnage, as a Steamer, cut on the Beam	-

Built at Monroe, Trinity Bay, When built 1946-1947. Launched 30/5/47.

By whom built Captain Henry Stone

Owners Bowring Brothers, Ltd., St. John's, NFL.,

Port belonging to St. John's, NFL.,

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock Building & Afloat.

Length as per Section 39	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	No. of Decks with Flat laid	One
Length of Keel			Outside Belting	28	0	Depth from limber-strakes to under side of lower deck beam	12	4	No. of Tiers of Beams	" "
			Round of Beam	0	8	Depth, Moulded	14			

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE. OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.	
	SIDED.	MOULDED		SIDED.	MOULDED			In Ship.	Per Rule, or as Approved..		
		Middle.	Ends.		Middle.	Ends.					
		Ins.	Ins.		Ins.	Ins.				Ins.	Ins.
TIMBER AND SPACE 22" centres	8✓	10✓	10✓	As approved			Garboard Strakes	6✓		Length 130 breadth 28 ³ / ₁₀ depth 13 ³ / ₁₀	
Floors	8✓	10✓	10✓				Garboard to Bilge	4✓			
st Foothooks	8✓	9 ¹ / ₂ ✓	9✓				Bilge Planks	4✓			
nd Ditto	8✓	9✓	8 ¹ / ₂ ✓				Bilge to Wales	4✓			
rd Ditto	8✓	8 ¹ / ₂ ✓	8✓				Wales	4✓			
op Timbers	8✓	8✓	7 ¹ / ₂ ✓				Topsides	4✓			
ck Beams } No. Average Space }	10✓	12✓	8✓				Sheer Strakes	4✓			
ck Beams, length amidships		26 ¹ / ₂ ✓					Plank Sheers	4✓			
ck Beams } No. Average Space }	12✓	14✓	8✓				Water } Upper Deck	4✓			
old Beams, length amidships							Way } Lower Deck				
eel	12✓	14✓					Ditto, faying surface against Timbers	8✓			
arphs of Ditto 6"✓							Upper deck	4✓			
elsons	12✓	14✓									
arphs of Ditto 6"✓											

INSIDE PLANK.		THICKNESS.	
	In Ship.	Per Rule, or as Approved.	
	Ins.	Ins.	
Limber Strakes	3✓		
Bilge Planks	5✓		
Ceiling in Flat	3✓		
Ditto Bilge to Clamp	3✓		
Hold Beam Clamps			
Deck Beam Ditto	6✓		
Ceiling 'twist Decks			
Hold Beam Shelves			
Deck Beam Ditto	24". 7"-8" sq.		

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.	
Keel-Knee, and Deadwood abaft		1 1/8			Transoms and throats of Hooks		7/8			Hold Beam Bolts in				
carphs of Keel, No. 6		7/8			Arms of Hooks		3/4			Waterway				
Keelson Bolts through Keel at each Floor		1 1/8			Thro' Bilge and Limber Strakes		3/4			Knees				
Bolts through Heels of Timbers against Deadwood.		3/4			Thickstuff over Double Floors		3/4			Shelf or Clamp				
ame Bolts		Treenails			Butt End Bolts		5/8			Waterway		5/8		
					Short Bolts in Ceiling		5/8			Knees		3/4	7/8	
					Pintles of the Rudder		2 1/2			Shelf or Clamp		3/4	7/8	
										Nails or Bolts in Flat of Deck		3/8		
										Treenails	1 1/2	Inches	Hackmatack	

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is 6 Inches. The Space between the Top-Timber is 6 Inches.

The Floors consist of Spruce-Birch-Juniper

The First Foothooks of Birch

The Second Foothooks of Birch

The Third Foothooks and Top Timbers of Spruce

The Main Keelson is B.C. Fir and is free from all defects.

The Shifts of the First and Second Foothooks are not less than 36"

N.B.—When less than prescribed by the Rules, state how many.

The Rider Keelson is B.C. Fir

The rest of the Shifts of the Frame are 36"

The Transoms, Knightheads, Hawse Timbers, & Aprons of Birch ditto.

The Frame is Spruce squared from First Foothook Heads upwards,

Deadwood, of Birch & B.C. Fir. and ditto.

and is free from sap, and from thence downwards, the frame is spruce & birch

The Stem, and Stern Post of Mora ditto.

The entire Frames are through bolted together to the Gunwale

The Deck and Hold Beams of B.C. Fir

N.B.—If not, state how bolted with treenails

The Keelsons of spruce Knees of spruce

The Butts of the Timbers are fitted close together; their thickness not less than full mould of the entire moulding at that place.

The Main piece of Rudder of steel Windlass of Steel

The Frame is chocked with Butt at each end of the chock.

The Keel of mora

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Birch

From the above named height to the Wales Birch

The Wales and Black-strakes Birch

The Topsides and Sheer-strakes B.C. Fir

The Spirketting and Plank-sheers B.C. Fir

The Water-ways { Upper Deck White pine
Lower Deck

The Decks White Pine State of good

N.B. If less than prescribed by the Rule, state whether general or partial.

The Shifts of the Planking are not less than 5 Feet

The Planking is wrought 3 strakes between, and without step-butting.

and if partial, in what part of the Ship.

PLANKING INSIDE.—The limber-strakes and Bilge-strakes are spruce

spruce, thick strakes of planking edge bolted.

The Ceiling, Lower Hold, and between Decks spruce

Shelf Pieces and Clamps B.C. Fir

FASTENINGS.—To Hold Beams

Through bolted to shelf with 3/4" Galv. I. bolts -clamps, ceiling, bilge strakes and garboard are all edge bolted.

Number of Breasthooks 2

Pointers W 2

Crutches 2

Butt End Bolts are of Galv. iron in the Bottom Galv. I.

Bolts in each Butt End driven through and clenched.

Bilge and Limber Strakes Galv. Iron bolted through and clenched.

Treenails of Juniper & Birch How made machine

Thickstuff over Double Floors Galv. I. bolted through and clenched.

General quality and Workmanship good

We certify that the above is a correct description of the several particulars therein given.

Builder's Signature Henry William Stone

Surveyor's Signature

Surveyor to Lloyd's Register of Shipping

003075-603082-0007

EQUIPMENT TONNAGE As Approved.

ANCHORS.

2 Bower.

1 Stream.

1 Kedge.

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, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
15242	1st Bower	9	1	21	stockless	11	11	-	-	-	-				Powell	The Atlantic Steel Cast-ings Co.	15-1-47 W.H. Runha
15241	2nd "	9	1	19	"			11	11	-	-						
	3rd "																
	Collective weight	18	3	12													
	Stream																
	Kedge																
	2nd Kedge																

CHAIN CABLES.

HAWSERS AND WARP

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.	Fm. Size.
				Supplied.	Per Rule.									
2906-2914 Inc.	130	1"	40320	10109	lbs.	Appd.	Stud-Link	Baldt	Cont. Chain Fieldboro N.J. 16/7/46	TOWLINE	75	8	21	7
2915-2916	30	1"	40320						J.K. Helms.	HAWSER	2	60	1"	18
2903-4-5-	45	1 1/16	12600	1509			Close Link	American Chain Co.	Cont. Chain Fieldboro, N.J. 16.7.46	WARP	75	5"	8	9

Masts, Yards, &c., are in Good condition, and sufficient in size and length.Standing and Running Rigging good sufficient in size and good in quality.Sails. - Suit of - Sails, and the following spare sails -Boats One 16' Life boat, one Dory.Windlass, present state is good Capstan - 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?

Cargo Hatchways.—How formed?

State size 11'-0" x 10'-0" & 11'-3" x 10'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams?

Hatches, themselves, whether strong and efficient? yes

Main Hatchways.—State size

Order for Special Survey, No.

Date

Order for Ordinary Survey, No.

Date

No. in Builder's Yard.

DATES of Surveys held while building, as per Section 35.

1st. When the Frame is completed Sept. 20th 1946.
2nd. When the Beams are put in, &c. Oct. 15th. 1946.
3rd. When completed and before the plank be painted or payed Dec. 30th. 1946.

General Remarks. This Vessel has been built under Special Survey of the Society's Surveyor the requirements of the Rules and in accordance with approved plans and New York letter dated April 24th, 1946.

The workmanship is good, the woods are of good quality and well seasoned.

The salting, salt slops, fastenings, are in accordance to the Rule Requirements.

The fastenings and spacing of the butts are in accordance to the Rule Requirements.

The watertight bulkheads and deck have been satisfactorily hose tested.

In my opinion the vessel is eligible to be classed in the Register Book for a term of years as approved by the Committee. One extra year to be allowed for salting.

This vessel has now had alterations made to her superstructure, the front end of the bridge has now been completely inclosed extending out to the bulwarks on both sides with 1/4" steel plates. Two steel watertight doors with dogs capable of being operated from each side have been fitted in the bridge front. The openings to the forecandle have now been closed by fitting steel doors capable of being operated from each side.

Present condition of Caulking of Bottom good Deck, good and Waterways goodIf Sheathed, Doubled, Felted, Coppered, or Yellow Metalled greenheart When last done on stocks.

I am of opinion this Vessel should be Classed

The Amount of the Entry Fee \$20.00Special \$1,000.00Certificate £Travelling Expenses, if any, £ \$ 91.60To be credited Cleveland Office, \$275.00

Committee's Minute

FRI. 11 JUN 1948

Character assigned

+ 9A - (wood) from 2.48
mchy aft.
+ LMC 2.108

write nfe

S.S. reg. from signed 4/4/46

A. J. Savary
Surveyor to Lloyd's Register of Shipping

CERTIFICATE WRITTEN.

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Lloyd's Register
Foundation