

RECEIVED

BDE2:1949

## WOOD SHIP.

22 NOV 1949

(Date of writing report: 16/11/49.)

IN D.O.

B.C. vessel.

No. 5394

Survey held at Bergen &amp; Florvåg Date, First Survey 21/6/49 Last Survey 27/6 19

21/6/49

27/6

19

on the motor vessel "HAVSTRAND" ex "LIZZIE BIRREL"

Master

✓

Tonnage under Tonnage Deck 80.69

Ditto of Spar Deck, or Awning Deck

Ditto of Poop, or Raised Gr. Dk.

Ditto of Houses on Deck

Ditto of Forecastle

Gross Tonnage 93.89

Crew Space, as per Rule

Register Tonnage, cut on Beam 41.98

Engine Room

Register Tonnage, as a Steamer, cut on the Beam

Built at Stated to be Budde When built 1913 Launched

By whom built unknown

Owners

Karsten Dage

Port belonging to

Bergen

Destined Voyage

Coasting

If Surveyed while Building, Afloat or in Dry Dock

yes

Length as per Section 39	Feet. 90	Inches. 6 3/4	Extreme Breadth Outside	Feet. 19	Inches. 4 1/4	Depth of Hold	Feet. ✓	Inches. ✓	No. of Decks with Flat laid	1
Length of Keel			Round of Beam		4 3/4	Depth from limber-strakes to under side of lower deck beam	✓		No. of Tiers of Beams	1
						Depth, Moulded	9	10		

CANTLINGS OF TIMBER.		IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			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.	Ins.			
BER AND SPACE		20" centres							Length 88'3" breadth 18'8" depth 8'7"		
ORS		Dble 4 1/8	9 1/2	8 1/2				2 1/2			
Foothooks		" 4 1/8	8 1/2	8				2 1/2			
Ditto		" 4 1/8	8	7 1/2				3 1/4			
Ditto		✓	✓	✓				2 1/2			
Timbers		" 4 1/8	7 1/2	7				2 1/2			
k No.		Over space 3'-4"	10	10	6	6 1/2		2 1/2			
k Beams, length amidships			17'-6 1/2"					4			
d No.		✓	✓	✓				✓			
d Beams, length amidships			✓	✓				3 1/4			
			9 1/2	10				✓			
rphs of Ditto		9 1/2	10					3 1/2			
lsons		9 1/4	8 1/4					✓			
rphs of Ditto		4'						7			
								2 3/4			

INSIDE PLANK.		THICKNESS.	
	In Ship.	Per Rule or as Approved.	
		Ins.	Ins.
Limber Strakes		2 1/2	
Bilge Planks		2	
Ceiling in Flat		✓	
Ditto Bilge to Clamp		3 1/4	
Hold Beam Clamps		✓	
Deck Beam Ditto		9 3/4 x 3 1/2	
Ceiling 'twist Decks		✓	
Hold Beam Shelves		✓	
Deck Beam Ditto		10 x 4 1/4	

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

Copper or YM in Ship.	Iron in Ship.	Size required per Rule	Copper or YM in Ship.	Iron in Ship.	Size required per Rule	Copper or YM in Ship.	Iron in Ship.	Size required per Rule
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Knee, and Deadwood abaft	1		Transoms and throats of Hooks	1		Hold Beam		
Planks of Keel, No. 3	7/8		Arms of Hooks	1/2		Boles in		
son Bolts through Keel at	7/8		Thro' Bilge and Limber Strakes	5/8		Shelf or Clamp		
ch Floor	7/8		Thickstuff over Double Floors	✓		Deck Beam		
s through Heels of Timbers	7/8		Butt End Bolts	1/2		Boles in		
ainst Deadwood	3/4		Short Bolts in Ceiling	1/2		Nails or Bolts in Flat of Deck		
ne Bolts			Pintles of the Rudder	2 3/8		Treenails		

BERING.—The Space between the Floor Timbers and Lower Foothooks is 0 Inches. The Space between the Top-Timbers is 0 Inches.

Floors consist of oak The First Foothooks of oak

Second Foothooks of oak The Third Foothooks and Top-Timbers of oak

Main Keelson is oak and is free from all defects. The Shifts of the First and Second Foothooks are not less than 36"

Rider Keelson is pine (cropped at fore end of the Engine seatings) N.B.—When less than prescribed by the Rules, state how many.

Transoms, Knightheads, Hawse Timbers, &amp; Aprons of oak ditto. The rest of the Shifts of the Frame are 32"

Deadwood, of oak and ditto. The Frame is oak squared from First Foothook Heads upwards,

Stem, and Stern Post of oak ditto. and is free from sap, and from thence downwards, the frame is oak

Deck and Hold Beams of oak &amp; pine The main Frames are through &amp; clenched

Foothooks of oak Knees of oak N.B.—If not, state how bolted.

Main piece of Rudder of oak Cargo winch adapted The Butts of the Timbers are fitted close together; their thickness not

Keel of oak Windlass of C.I. &amp; steel less than full mould of the entire moulding at that place.

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

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is oak &amp; pine

the above-named height to the Wales. oak &amp; pine

Wales and Back-strakes oak &amp; pine The Topsides and Sheer-strakes oak

Pirking and Plank-sheers oak covering board Upper Deck pitch pine

Decks pine State of good The Waterways (Lower Deck)

Shifts of the Planking are not less than 5 Feet 0 Inches. N.B.—If less than prescribed by the Rule, state whether general or partial,

and if partial, in what part of the Ship. The Planking is wrought 3 strakes between, and without step-butting.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are oak &amp; blue

Ceiling, Lower Hold, and between Decks pine Shelf Pieces and Clamps oak

FASTENINGS.—To Hold Beams

Deck Beams Through bolted to shelf and clamps with 3/4" galv. iron bolts and edge bolted between frames.

Number of Breasthooks 1 Pointers ✓ Crutches ✓

Butt End Bolts are of galv. iron in the Bottom galv. iron Bolts in each Butt End driven through and clenched.

Bilge and Limber-strakes galv. iron bolted through and clenched. Treenails of ✓ How made ✓

Garboard bolted to floors with 5/8" galv. iron bolts General quality of Workmanship good

Thickstuff over Double Floors bolted through and clenched.

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

Builder's Signature

Surveyor's Signature

Surveyor to Lloyd's Register of Shipping.

004635-004641-01142



EQUIPMENT TONNAGE *Co Tonn 106*

## 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, and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
	1st Bower <i>ab.</i>	5	3	0	<i>unknown</i>			✓	✓	✓	✓				<i>Common</i>	<i>markings undecipherable</i>	
	2nd " <i>ab.</i>	5	3	0	<i>- "</i>			✓	✓	✓	✓				<i>- "</i>	<i>- "</i>	
	3rd " <i>.....</i>																
	Collective weight																
	Stream <i>ab.</i>	2	0	0	<i>unknown</i>			✓	✓	✓	✓				<i>Common</i>	<i>markings undecipherable</i>	
	Kedge <i>.....</i>																
	2nd Kedge <i>.....</i>																

## 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.	Fathoms Size per Rule.
				Supplied.	Per Rule.									
✓	45	3/4	12 1/16			✓	<i>short-link</i>	<i>markings undecipherable</i>		<i>fibres</i>	60	5	✓	✓
✓	45	7/8	14/16			✓	<i>- "</i>	<i>- "</i>	<i>- "</i>	<i>HAUSEE</i>	60	5	✓	✓
	90									<i>WARP</i>				
Iron Stream Chain														
Steel Wire	60	3				✓	<i>no certificate</i>							

Masts, Yards, &c., are in *good* condition, and sufficient in size and length.Standing and Running Rigging is sufficient in size and *good* in quality.

Sails. ✓ Suit of ✓ Sails, and the following spare sails. ✓

Boats

Cargo which adapted as

Windlass, present state is

*good*

Capstan

Rudder

*good*

Pumps

*good*

Scuppers, &amp;c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

*4 freeing ports each side, total area 9.2 sq*Cargo Hatchways.—How formed? *wood coamings 25" x 24 1/2" high*State size. *No. 1: 13'-11" x 7'-4", No. 2: 8'-3 1/2" x 7'-4 1/2"*

If of extraordinary size, state how framed and secured? ✓

What arrangements for shifting beams? *Fore & after - 1 on centerline*Hatches, themselves, whether strong and efficient? *True 2 1/2" - yes*

Main Hatchways.—State size. ✓

Order for Special Survey, No. ✓

Date ✓

DATES of Surveys

Order for Ordinary Survey, No. ✓

Date ✓

held while building,

as per Section 35.

1st. When the Frame is completed. ✓

2nd. When the Beams are put in, &amp;c. ✓

3rd. When completed and before the plank be painted or payed.

*21/6, 22/6, 24/6 & 27/6/49*

No. of visits.

No. ✓ in Builder's Yard.

General Remarks. *This vessel has been converted for fishing and cargo carrying purposes under**supervision of Mr. Andersen former non-exclusive Surveyor to B.C. at Bergen.**A new Main Engine (2 cyl. Semi-diesel) has been fitted.**Pillars at hatchway end beams: No. 1 hatch forward & aft: 4" x 2 1/2" x 1/4" H, No. 2 hatch forward: solid**of 4 3/4" x 3" x 27" H.**Stem: 13" x 9 1/2" of oak. Apron: 9 1/2" x 7" of pine.**Stempost: 15" x 9" of oak.**Rudder of oak through bolted and clenched, additionally 3 1/2" x 3/4" flats fitted. Steel coupling**12 1/4" x 8" x 1" with 4 - 1" bolts.**Rudder head of steel 3 5/16" tapered at rudder quadrant to 3"**Steering gear: chains 1/2" rods 5/8".**Please see also correspondence regarding carrying of light cargo along the Norwegian coast.*

Present condition of Caulking of Bottom

*good*

Deck

*good*

covering board

*good*

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled

*no*

When last done

✓

I am of opinion this Vessel should be Classed *BSF (Fishing purposes) subject to further examination of shell plank bolts*The amount of the Entry Fee ... *NR. 50.-*2nd Surveyor's Special fee ... *NR. 100.-*

Certificate ... ✓

Travelling Expenses, if any, *NR. 10*

Above fees etc. included in Rpt. 8.

Fees applied for,

*26/7 1949*

Received by me,

*13/8 1949**NR. 160.-**D. A. Bide B. S. Witowski*  
Surveyor to Lloyd's Register of Shipping.*D. J. L. Smith*

Date

Committee's  
Minute.*See minute on**Apr 3 & 22*

FRI. 3 MAR 1950



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Foundation