

WOOD SHIP.

MON 16 DEC. 1918

No. 1631 Survey held at Quebec P.Q. Date, First Survey Oct. 14. 1917 Last Survey Nov. 11. 1918
 on the Wood Le S. "War Seneca" Master Michael Clifford
 Tonnage under Tonnage Deck 1781.80 Built at Quebec P.Q. When built 1918 Launched June 13th 1918.
 Ditto of Spar Deck, or Avoning Deck 255.33
 Ditto of ~~Deck~~ Raised Qr. Dk. 205.41
 Ditto of Houses on deck 41.46
 Ditto of Forecastle 2284.30
 Gross Tonnage 2284.30
 Crew Space, as per Rule.
 Register Tonnage, cut on Beam 956.26
 Engine Room 1328.04
 Register Tonnage, as a Steamer, cut on the Beam 1328.04
 By whom built Quinlan Robertson Ltd. Owners Imperial Transition Board.
 Port belonging to Quebec Destined Voyage U.K.
 If Surveyed while Building, Afloat, or in Dry Dock Yes

Length as per Section 39	Feet. 250	Inches. 4	Extreme Breadth Outside...	Feet. 43	Inches. 10	Depth of Hold	Feet. 22	Inches. 9	No. of Decks with Flat laid	one
Length of Keel	235	6	Round of Beam	8		Depth from limber-strakes to under side of lower deck beam	13	0	No. of Tiers of Beams	Two.
						Depth, Moulded	25	6		

SCANTLINGS 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.		
MBER AND SPACE	36			36					Length 250.3' breadth 43.45' depth 22.6'
oots <i>double</i>	12	24	18	12	24	18			
Foothooks	12	16	14	12	16	14			
ditto	12	14	13	12	14	13			
ditto	12	13	11	12	13	11			
op Timbers <i>Single</i>	12	11	7	12	11	7			
ack { No 81 Average Space } <i>36</i>	12	14	12	12	14	12			
ack Beams, length amidships	40.6			40.6					
old { No 13 Average Space } <i>as per plan</i>	14	14	14	14	14	14			
old Beams, length amidships	39.2			39.2					
el.....	20	20	20	24	20	20			
arphs of Ditto.....	10.0	10.0	10.0	10.0	10.0	10.0			
eelsons <i>3-</i>	24	20	20	24	20	20			
arphs of Ditto.....	10.0			10.0					

OUTSIDE PLANK.		THICKNESS.	
	In Ship.	Per Rule, or as Approved.	
Garboard Strakes	10.9.8	10.9.8	
Garboard to Bilge.....	6	6	
Bilge Planks	6	6	
Bilge to Wales	6	6	
Wales.....	6	6	
Topsides.....	6	6	
Sheer Strakes.....	6	6	
Plank Sheers	6	6	
Water } Upper Deck...	14	14	
Ways } Lower Deck...	-	-	
Ditto, faying surface against Timbers.....	14	14	
Upper deck.....	4	4	

INSIDE PLANK.		THICKNESS.	
	In Ship.	Per Rule or as Approved.	
	Ins.	Ins.	
Limber Strakes	10	10	
Bilge Planks	14	14	
Ceiling in Flat	10	10	
Ditto Bilge to Clamp ..	10	10	
Hold Beam Clamps ..	14	14	
Deck Beam Ditto	14	14	
Ceiling 'twixt Decks ...	8	8	
Hold Beam <i>Strakes</i> Sheers	14	14	
Deck Beam Ditto	14	14	

Model or Iron: also of Treennails

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 1/4	1 1/4		Transoms and throats of Hooks		1 1/4	1 1/4		Hold Beam Waterway	1'	1 1/8	1 1/8	
arphs of Keel, No. 3		1"	1"		Arms of Hooks		1 1/4	1 1/4		Bolts in Knees		1 1/8	1 1/8	
elson Bolts through Keel at each Floor		1 1/4	1 1/4		Thro' Bilge and Limber Strakes		1 1/4	1 1/4		Bolts in Shelf or Clamp		1 1/8	1 1/8	
olts through Heels of Timbers against Deadwood		1 1/8	1 1/8		Thickstuff over Double Floors		1 1/8	1 1/8		Deck Beam Waterway		1 1/8	1 1/8	
ame Bolts					Butt End Bolts		1 1/8	1 1/8		Bolts in Knees		1 1/8	1 1/8	
					Short Bolts in Ceiling		1 1/8	1 1/8		Bolts in Shelf or Clamp		1 1/8	1 1/8	
					Pintles of the Rudder		1 1/8	1 1/8		Nails or Bolts in Flat of Deck		5/8	5/8	
										Treenails		1 3/8		

MBERING.—The Space between the Floor Timbers and Lower Foothooks is 8 Inches. The Space between the Top-Timbers is 8 Inches.

he Floors consist of BC Fir The First Foothooks of Yellow Birch + BC Fir
 he Second Foothooks of Yellow Birch + BC Fir The Third Foothooks and Top Timbers of BC Fir
 he Main Keelson is BC Fir and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 feet
 he Rider Keelson is Steel Bolt Girder N.B.—When less than prescribed by the Rules, state how many.
 he Transoms, Knightheads, Hawse Timbers, & Aprons of BC Fir + is ditto. The rest of the Shifts of the Frame are 4 feet
 adwood, of BC Fir and is ditto. The Frame is 12" x 13" squared from First Foothook Heads upwards,
 he Stem, and Stern Post of BC Fir and is ditto. and is free from sap, and from thence downwards, the frame is 12" x 24"
 he Deck and Hold Beams of BC Fir The double Frames are through bolted together to the Gunwale.
 eashooks of BC Fir Knees of Spruce N.B.—If not, state how bolted.
 he Main piece of Rudder of Steel Windlass of Cast Steel (Steam) The Butts of the Timbers are fitted close together; their thickness not
 the Keel of BC Fir less than 50% of the entire moulding at that place.
 The Frame is Butt chocked with a 2" 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 BC Fir
 om the above named height to the Wales BC Fir The Topsides and Sheer-strakes BC Fir
 he Wales and Black-strakes BC Fir The Water-ways { Upper Deck BC Fir
 he Spicketing and Plank-sheers Birch + Larcher Pine Lower Deck BC Fir
 he Decks BC Fir State of good
 he 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 4 Strakes between, and without step-butt.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are Douglas Fir Shelf Pieces and Clamps Douglas Fir
 he Ceiling, Lower Hold, and between Decks Douglas Fir
 ASTENINGS.—To Hold Beams 4- 1 1/2 bolts in every beam at each end. i.e. 2 Bolts in Clamp + 2 in Stringer.

ack Beams Vertical Bolts 1 1/2 Horizontal Bolts 1 1/2 1 bolt thru waterways, beam, clamp, 6 into lower clamps
through bolt from waterway to lower clamp 2 through bolts from assistant waterway to assistant clamp, through bolts
held with washers and end and nutted

Number of Breasthooks 2 Pointers 2 Crutches 2
 Butt End Bolts are of Gal. Bolts 1" in the Bottom one Bolts in each Butt End is through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treenails of Red Elm + Maple How made Straight Machine turned
 Thickstuff over Double Floors are bolted through and clenched. General quality of Workmanship Good

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

Builder's Signature Quinlan & Robertson Ltd.
Per 14-8-18Surveyor's Signature James Preston N. J. Alderson
Surveyor to Lloyd's Register of British and Foreign Shipping.

EQUIPMENT TONNAGE

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.	Cwts.	qrs.	lbs.			
28718	1st Bower	36	0	0	-	-	-	23	2	2	0	33	3	0	Britannic Steelcast	R. Sykes & Son Ltd. Bradley Heath. 28/5/18. L.C. Paul.	
29155	2nd "	31	1	0	-	-	-	29	11	1	0	33	3	0	"	"	25/7/18 " "
28827	3rd "	31	0	14	-	-	-	29	9	1	14	33	2	0	"	"	6/6/18 " "
	Collective weight	98	1	14								101	0	0			
29211	Stream	9	2	18	2	1	20	11	13	1	21	9	1	0	Ordinary.	"	31/7/18 " "
50351	Kedge	5	0	0	-	-	-	7	9	2	21	4	3	0	Sykes Britannic	"	16/5/18. C.B. Perrin
	2nd Kedge.....	5	3	11													

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 and Size per Rule.
				Supplied.	Per Rule.									
11240	105	1 3/4	55 1/2	164.3.10	370.1.22	250.1.19	Steel Cable	R. Sykes & Son Ltd.	Underland. 30/4/18. L. Haffner	TOWLINE Wire	90	3 1/2"	26T	
20233	105	1 3/4	"	168.3.24			"	"	Cardiff. 22/6/18. S. H. Penn	HAWSER "	75	4"	46 1/2 T	
11199.	75	1 1/4	20 3/4	44.2.25	33.1.9	75.1.6	"	"	Underland. 25/4/18. L. Haffner	WARP "	180	2 1/2"	9 1/2 T	
Iron Steam Chain or Steel Wire ...														

Masts, Yards, &c., in Good condition, and sufficient in size and length.

Standing and Running Rigging ✓ sufficient in size and ✓ in quality.

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

Boats 2 - 24'-0" x 7'-3" x 3'-0" x 1 - 15'-0" x 5'-6" x 2'-0"

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: Three Stakes to 24" Two Stakes Continuous between State size
If of extraordinary size, state how framed and secured? ✓
What arrangement for shifting beams? let into Hatch Coverings 2 1/2"
Hatches, themselves, whether strong and efficient? Yes. Main Hatchways.—State size 16'-10" x 16'-0"

Order for Special Survey, No. 12. DATES of Surveys held while building, as per Section 35.
1st. When the Frame is completed 1917. Oct. 27. Nov. 12. Dec. 10. 1918. Jan. 9. 25. Feb. 11. Mar. 7. Mar. 28
2nd. When the Beams are put in, &c. April 16. May. 11. June. 4. 13. 19. 27. July. 4. 10. 14. 27. 30. Aug. 5
3rd. When completed and before the plank be painted or payed 8. 12. 23. 24. 31. Sept. 20. Oct. 11. 22. Nov. 5. 7. 11.

General Remarks. This vessel has been built in accordance with the approved plans the Secretary's. It is in general to the rules for the class contemplated. The 1st & 2nd garboards are fastened with 8 button headed bolts (galv) in each double frame and the 3rd garboard with 4 bolts in each double frame. They are edge bolted in every frame space to the keel with 7/8" galv iron bolts. The ceiling is edge bolted with 1 1/2 bolts 1 1/2 frame spaces apart and through 2 1/2 strakes. The timbers have been coated with a preservative and the calking of the vessel carried out in accordance with Section 37 of the Rules, except calking of the beams.
The wood used in the construction is principally B.C. Fir of good quality and free from sap. Yellow birch was partly used in the frame below the water line.
Anchor cables reduced as a war measure.
No Official Number has been granted. It is stated that the vessel will be registered on her arrival in the United Kingdom.

This is a sister vessel to the "Mar Mahawk" & "Mar Zuchet"

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good.

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled ✓ When last done ✓

I am of opinion this Vessel should be Classed 12A1. "salted" & "thoroughly treated"

The Amount of the Entry Fee ... £ 25.00

Special ... £ 4.10.00

Certificate ... £ :

Travelling Expenses, if any, £ 126.50

Fees applied for,

Nov. 15 1918.

Received by me,

27/3/19 27/3

S. James Preston H. J. Alderson
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

FRI DEC. 20, 1918

18

Character assigned

12A1

insured

+ L.M.B. 11.18

Salted

Lloyd's abs P

S.D.

Subj. to equipment being put in order within 12 mos.

W.A. Lupton