

MON. 31 MAR. 1970

No. 801 Survey held at Victoria B.C. Date, First Survey Nov 24th 1914 Last Survey Jan 21st 1919
on the Single screw steamer "Har Stickine" Master J. Vorwelle

Official Number 140941	<p>TONNAGE under Tonnage Deck 1761.24</p> <p>Excess Hatchways 14.33</p> <p>Ditto of Upper Deck on Fore and Aft 20.52</p> <p>Ditto of Poop, or Raised Qr. Dk. 387.67</p> <p>Ditto of Decks on Deck 110.27</p> <p>Ditto of Forecastle 50.95</p> <p>Gross Tonnage 2334.89</p> <p>Masters room 7.73</p> <p>Crew Space, as per Rule 120.15</p> <p>Boatwain's Stores 38.63</p> <p>Register Tonnage, cut on Beam</p> <p>Engine Room 747.14</p> <p>Firemen's Room 5.63</p> <p>Register Tonnage, as a Steamer, cut on the Beam..... 1415.68</p>	<p>Built at Victoria B.C. When built 1918 Launched July 27th</p> <p>Cameron Genco Mills (Ministry of Shipping)</p> <p>By whom built Shipbuilders Ltd Owners Managers - Easton Grey & Co</p> <p>Port belonging to Victoria B.C. Destined Voyage United Kingdom</p> <p>If Surveyed while Building, Afloat, in in Dry Dock and Yes</p>
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	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		Feet.	Inches.
Length as per Section 39	250	0	Extreme Breadth Outside...	43	4	Depth of Hold	22	9	No. of Decks with Flat laid	one	
Length of Keel.....	249	6	Round of Beam.....		9	Depth from limber-stakes to under side of lower deck beam	12	6	No. of Tiers of Beams	one or more	
						Depth, Moulded.....	25	0	of wide spaced hold beams		

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.		Ins.	Ins.	Length <i>242.8</i> breadth <i>43.4</i> depth <i>22.9</i>
TRUSSER AND SPACE	<i>36</i>			<i>36</i>			Garboard Strakes	<i>10</i>	<i>10</i>	
Floors	<i>24</i>	<i>24</i>	<i>20-18</i>	<i>24</i>	<i>24</i>	<i>20-18</i>	Garboard to Bilge	<i>6</i>	<i>6</i>	
1 st Foothooks	<i>24</i>	<i>18</i>	<i>20-16</i>	<i>24</i>	<i>18</i>	<i>20-16</i>	Bilge Planks	<i>6</i>	<i>6</i>	
2 nd Ditto	<i>24</i>	<i>16</i>	<i>18-14</i>	<i>24</i>	<i>16</i>	<i>18-14</i>	Bilge to Wales	<i>6</i>	<i>6</i>	
3 rd Ditto	<i>24</i>	<i>14</i>	<i>16-13½</i>	<i>24</i>	<i>14</i>	<i>16-13½</i>	Wales	<i>6</i>	<i>6</i>	
Top Timbers	<i>24</i>	<i>13½</i>	<i>14-13</i>	<i>24</i>	<i>13½</i>	<i>14-13</i>	Topsides	<i>6</i>	<i>6</i>	
Deck { No <i>82</i> Average Space } <i>36"</i>	<i>24</i>	<i>13</i>	<i>13½-11</i>	<i>24</i>	<i>13</i>	<i>13½-11</i>	Sheer Strakes <i>guara strake</i>	<i>9</i>	<i>9</i>	
Beams { No <i>9</i> Average Space } <i>36"</i>	<i>14</i>	<i>14</i>	<i>10</i>	<i>14</i>	<i>14</i>	<i>10</i>	Plank Sheers	<i>5</i>	<i>5</i>	
Deck Beams, length amidships	<i>40 feet</i>			<i>40 feet</i>			Water { Upper Deck... <i>14x28</i> Lower Deck... <i>✓</i>	<i>14x28</i>	<i>14x28</i>	
Hold { No <i>9</i> Average Space } <i>36"</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	<i>14</i>	Ditto, faying surface against Timbers	<i>14</i>	<i>14</i>	
Hold Beams, length amidships	<i>38 feet</i>			<i>38 feet</i>			Upper deck	<i>4½</i>	<i>4½</i>	
Keel	<i>24</i>	<i>20</i>	<i>20</i>	<i>24</i>	<i>20</i>	<i>20</i>				
Scarphs of Ditto	<i>12 feet</i>			<i>12 feet</i>						
Keelsons	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>	<i>20</i>				
Scarphs of Ditto	<i>10 feet</i>			<i>10 feet</i>						

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule or as Approved.
Limber Strakes	<i>4</i>	<i>4</i>
Bilge Planks	<i>14</i>	<i>14</i>
Ceiling in Flat	<i>10</i>	<i>10</i>
Ditto Bilge to Clamp ..	<i>10</i>	<i>10</i>
Hold Beam Clamps ...	<i>✓</i>	<i>✓</i>
Deck Beam Ditto	<i>✓</i>	<i>✓</i>
Ceiling, twist Decks. } <i>27 long poop</i>	<i>6</i>	<i>6</i>
Hold Beam Shelves } <i>27 long poop</i>	<i>16x24</i>	<i>16x24</i>
Deck Beam Ditto } <i>27 long poop</i>	<i>14x14</i>	<i>14x14</i>
Deck Beam Ditto } <i>27 long poop</i>	<i>14x14</i>	<i>14x14</i>

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

	Copper or 1/2 M in Ship.	Iron in Ship.	Size required per Rule.		Copper or 1/2 M in Ship.	Iron in Ship.	Size required per Rule.		Copper or 1/2 M in Ship.	Iron in Ship.	Size required per Rule.		
	Ins.	Ins.	Ins.		Ins.	Ins.	Ins.		Ins.	Ins.	Ins.		
Heel-Knee, and Deadwood abaft...	Gold.	1 1/4 x 1 1/8	1 1/2 x 1 1/8	Transoms and throats of Hooks...	B.S.	1 1/4	1 1/4	Hold Beam	Waterway	r	r	r	
Scarpsh of Keel, N ^o .	"	1 x 1		Arms of Hooks	"	1 1/8	1 1/8		Bolts in	Knees	B.S.	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	"	1 1/4	1 1/4	Thro' Bilge and Limber Strakes	"	1 1/8	1 1/8	Deck Beam		Shelf or Clamp	Gold.	1 1/2 x 1 1/8	1 1/2 x 1 1/8
Bolts through Heels of Timbers against Deadwood	B.S.	1 x 1		Thickstuff over Double Floors	"	1 1/8	1 1/8		Bolts in	Waterway	"	"	"
Frame Bolts	Treenails.	1 1/4 x 1 1/4		Butt End Bolts	Gold.	7/8	7/8	Nails or Bolts in Flat of Deck		Knees	Lo. earling.	B.S.	1 1/8 x 1
				Short Bolts in Ceiling	B.S.	1 1/8	1 1/8		Treenails...	Shelf or Clamp	Gold.	1 1/2 x 1 1/8	1 1/2 x 1 1/8
				Pintles of the Rudder	as per plan						"	7/16	7/16

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is 12 Inches. The Space between the Top-Timbers is 12 Inches.

The Floors consist of *Douglas Fir* The First Foothooks of *Douglas Fir*

The Second Foothooks of *Douglas Fir* The Third Foothooks and Top Timbers of *Douglas Fir*

The Main Keelson is of Douglas Fir and 25 free from all defects. The Shifts of the First and Second Foothooks are not less than 6 feet

(The Rider Keelson is *Steel box girder* $6' \times 6' \times \frac{1}{2}$ $28' \times \frac{1}{4}$ $45' \times \frac{3}{4}$)

The Transoms, Knightheads, Hawse Timbers, & Aprons of *Douglas Fir* & ditto. The rest of the Shifts of the Frame are *5 feet*

Deadwood, of *Douglas Fir* and 2's ditto. The Frame is 18" to 11" x 24" squared from First Foothook Heads upwards.

The Stem, and Stern Post of *Douglas Fir* " is ditto. and 25 free from sap, and from thence downwards, the frame is 18" to 24"

The Deck and Hold Beams of *Douglas Fir* The *double* Frames are *treenailed* Bolted together to the Gunwale.

N.B.—If not, state how bolted ✓

Breasthooks of Douglas Fir Knees of Douglas Fir
The Butts of the Timbers are fitted close together: their thickness not

The Main piece of Rudder of *Steel plate* Windlass of *Steam & efficient* less than *full depth* of the entire moulding at that place.

(The Keel of *Douglas Fir*) The Frame is *not* chocked with *square* 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 *of Douglas Fir*

From the above named height to the Wales 2502 Douglas Fir

The Woles and Black-strokes are of Douglas fir The Topsides and Sheer-strokes are of Douglas fir

The Wales and Black-strakes are of Douglas Fir

The Spirketting and Plank-sheers *are of Douglas Fir* The Water-ways *Upper Deck Douglas Fir*
 Lower Deck *Douglas Fir*

The Decks of Douglas Fir State of good Long poop

The 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 x 4 strokes between, and without step-butting.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are *are of Douglas Fir*

The Ceiling, Lower Hold, and between Decks *of Douglas Fir* Shelf Pieces and Clamps *of Douglas Fir*

FASTENINGS.—To Hold Beams *with 4 - 1½" galv. screw-bolts & nuts through each beam end & shelves*

and also with two 12" loading knees.

Deck Beams with 3-1/4" galv. screw-bolts & nuts through waterways, each beam end, & shelves

and one 1/2" cold drift bolt through waterway & beam end into shelves & ceiling

and one 14 gals. bridge well through waterway means one one shovels, clearing

Number of Prognostics	3	Reprints	2	4	2	2	2	1	2	Number	1
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Number of Breasthooks	5	Pointers	25a, & 25b	Crutches	✓
Both Ends of	7/8" 232	in the Bottom	232	Bolt in each Butt End	✓
				through and secured	✓

Butt End Bolts are of 18 S.A. 2 in the Bottom one Bolts in each Butt End ✓ through and clenched.

Bilge and Limber Strakes *are* bolted through and clenched. Treenails of *Locust* How made *Engine turned.*

Thickstuff over Double Floors *a-x* bolted through and clenched. General quality of Workmanship *good*

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

Surveyor's Signature *H. Stephens & Son*

Builder's Signature *A. J. C. Pres. Cameron & Co. N.Y.* Surveyor to Lloyd's Register of Shipping.

Shipboard data

102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-11

Letter *T*
EQUIPMENT TONNAGE 18358 ANCHORS.
Table 31

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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
29549	1st Bower	35	2	14	shockless			32	16	3	14	35	2	0	Briannic	R. Bykes Sons	Bradley Heath 5/18
29239	2nd "	33	3	14	"			31	10	2	14	35	2	0	"	"	" 9/18
29139	3rd "	31	0	22	"			29	11	1	0	30	0	0	"	"	" 20/11
	Collective weight	100	2	22								101	0	0			S. E. Paul
29144	Stream	9	3	10	2	2	18	"	14	3	4	9	1	0	Ordinary	R. Bykes Sons	Bradley Heath 2/24
29028	Kedge	4	3	18	1	1	0	4	5	0	0	4	3	0	"	"	" 6/8
	2nd Kedge																S. E. Paul

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.	Test per Certificate, Tons.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
11144	210	1 3/4	55 1/8	232 1/4	370 1/2	240 1/4	Shd link	R. Bykes Sons	Sld. 4/3/18 L. Kaffner	TOWLINE	100	1 1/2	90 1/2	
			77 1/8							HAWSER	4-100	6"	2-90	
20049	60	1 1/2	20 3/10	34 1/10	43 1/9	45 1/16	"	"	Off. 3/1/18 G. W. Penn.	WARP			2-90	

Derricks Mast, 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. *nil* Suit of *nil* Sails, and the following spare sails *nil*
Boats 2 - 27 foot lifeboats & 1 - 16 foot dinghy
Windlass, present state is *Efficient, Steam* Capstan ✓ Rudder *Single-plate* 3" steam suction to all bilge pumps fore peak, also 6" down 3" tail pipe to all bilges. *Eff.*
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?
8 freeing ports 24" x 12" & two 15" x 10" on each side
Cargo Hatchways.—How formed? *with continuous deck stringers 24" x 12" State size 1-3-17'3" x 16'4" 1-4-10'8" x 16'4"*
 If of extraordinary size, state how framed and secured? *forming sides*
 What arrangement for shifting beams? *2 Shifting beams 18" x 18", 20 No. 1, 3 to Nos 3 & 5, & 1 to No 4*
Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *17'3" x 16'4"*

Order for Special Survey, No. *123* 1st. When the Frame is completed *Feb. 4th 1918*
 Date *July 26th 1918* DATES of Surveys held while building, Apr. 8th "
 Order for Ordinary Survey, No. as per Section 35. 3rd. When completed and before the plank be painted or payed *May 4th June 30th "*
 No. *10* in Builder's Yard.

General Remarks. This vessel has been built in accordance with the approved plans & sections, and in general conformity with the rules for the class contemplated. Seven wood bulkheads are fitted. The keelsons are composed of one centre & two sister keelsons, also steel rider keelson box type, top & bottom plating 3/4", sides 1/2" & angles 6" x 6" x 1/2", secured with 4 - 1/2" gal. screw bolts & nuts through keel, and the sister keelson 4 - 1 1/4" B.L. screw bolts & nuts in each frame, and edge bolted 3 ft. apart. The close ceiling is fastened with 2 - 1 1/8" clenched bolts and 2 - 1 1/8" headed drift bolts (B.L.) in each frame & edge bolted every 4' 6". The close ceiling in long is similarly fastened. The garboards are fastened with 4 - 7/8" gal. bolts in each frame and 2 in butt, also edge bolted every 3 feet with 7/8" gal. bolts. The bottom planking is fastened with three treenails & two galvanized spikes in each frame & the remainder below 11" & width with two treenails & 2 gal. spikes. The whole of the framing, keelson, deadwood also facing surface of ceiling is coated with carbolineum, and salting carried out in accordance with sec. 37 of the rules, except salting of the beams.
 The cables are supplied in accordance with Circ. 1304.
 Note - No record of deep tank, peak tanks, or the seven wood bulkheads as H.S. bulkheads should be made in the Register Book as it has been found impossible to make same watertight at the boundaries. The suction for the deep tank has been extended through the ceiling to the bilge, and the filling pipe has been disconnected and blanked off at the manifold. One fifteen fathom length of stream cable requires to be supplied.

Copies of the approved profile & midship section are herewith attached also forgoing certificate.
 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 *A1. 12 years "Salted & specially treated"*
 The Amount of the Entry Fee ... \$ 25.00 Fees applied for, *Feb 24th 1919*
 Special Certificate ... \$ 41.68 Received by me, *W. J. Stephens*
 Certificate ... \$ 50.00 *W. J. Stephens*
 Travelling Expenses, if any, \$ *Seattle* \$ 50.00
 " " *New York* \$ 6.50
 " " *Vancouver* \$ 32.00
 Committee's Minutes *TUE. 8-APR. 1919*

Character assigned *12 A1. Subject*
Salted & specially treated
Lloyd's A & B.D.
 TUE. 19 JUL. 1921
 FRI. 22 AUG. 1919
 TUE. OCT. 12 1920
 TUE. OCT. 12 1920

(The Surveyor is requested not to write on or below the space for Committee's Minute.)