REC'D NEW YORK JUL 6 1931

WOOD SHIP.

18 JUL 1931

No. 2264 Survey held at Mahone Bay & Halifax, N.S. Date, First Survey March 3rd Last Survey June 24th 1931

on the Wood diesel ferry "Maneco", Cruiser stern, Master J.C. Colbourne

Official Number 157095

TONNAGE under Tonnage Deck	181.63
Ditto of Spar Deck or Awning Deck	
Ditto of Poop, or Raised Qr. Dk.	
Ditto of Houses on deck	66.64
Ditto of Forecastle	
Gross Tonnage	248.27
Crew Space, as per Rule	27.27
Register Tonnage, cut on Beam	
Engine Room	79.45
Register Tonnage, as a Steamer, cut on the Beam	141.55

Built at Mahone Bay, N.S. When built 1931 Launched April 28th

By whom built J. Ernst & Son, Ltd Owners Bell Isle Steamship Co. Ltd.

Port belonging to Lunenburg, N.S. Destined Voyage St Johns Nfld.

St Johns NFL per R.S. 29.8 Island per R.S. 29.8

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

	Feet.	Inches.		Feet.	Inches.		Feet.	Inches.		
Length as per Section 39	126		Extreme Breadth Outside	25		Depth of Hold	12		No. of Decks with Flat laid	1
Length of Keel	112		Round of Beam		5	Depth from limber-strakes to under side of lower deck beam			No. of Tiers of Beams	1
						Depth, Moulded	13	7		

SCANTLINGS OF TIMBER.

	IN SHIP. SIDED.	IN SHIP. MOULDED. Middle.	IN SHIP. MOULDED. Ends.	REQUIRED PER RULE, OR AS APPROVED. SIDED.	REQUIRED PER RULE, OR AS APPROVED. MOULDED. Middle.	REQUIRED PER RULE, OR AS APPROVED. MOULDED. Ends.
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
Timber and Space				as	approved	
Floors	9	9½	9½	″	″	
1st Foothooks	9	9½	8½	″	″	
2nd Ditto						
3rd Ditto						
Top Timbers	9	8½	7½	″	″	
Deck Beams } No 27 Average Space } 42″						
Deck Beams, length amidships 24′6″	9	10	8	″	″	
Hold Beams } No Average Space }						
Hold Beams, length amidships						
Keel	12	12	12		″	
Scarphs of Ditto	6ft				″	
Keelsons	12	15	15		″	
Scarphs of Ditto	6ft				″	

OUTSIDE PLANK.

	THICKNESS. In Ship.	THICKNESS. Per Rule, or as Approved.
	Ins.	Ins.
Garboard Strakes	5′	as approved
Garboard to Bilge	4′	″
Bilge Planks	3½′	″
Bilge to Wales		
Wales		
Topsides	3½′	″
Sheer Strakes	3½′	″
Plank Sheers		
Water Ways (Covering board) Upper Deck	5′×10′	″
Water Ways Lower Deck		
Ditto, faying surface against Timbers		
Upper deck	3′	″

Dimensions of Ship per Register.

Length 120.6′ breadth 25.6′ depth 11.2′

INSIDE PLANK.

	THICKNESS. In Ship.	THICKNESS. Per Rule or as Approved.
	Ins.	Ins.
Limber Strakes	4	as approved
Bilge Planks	5′	″
Ceiling in Flat	3	″
Ditto Bilge to Clamp	3	″
Hold Beam Clamps		
Deck Beam Ditto	5′	″
Ceiling 'twixt Decks		
Hold Beam Shelfs		
Deck Beam Ditto	5′×9	″

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.
	Ins.	Ins.	Ins.
Heel-Knee, and Deadwood abaft		1 1/16	as approved
Scarphs of Keel, No. 7		1	″
Keelson Bolts through Keel at each Floor		1	″
Bolts through Heels of Timbers against Deadwood		1	″
Frame Bolts		7/8	″
Transoms and throats of Hooks		1	as approved
Arms of Hooks		7/8	″
Thro' Bilge and Limber Strakes		3/4	″
Thickstuff over Double Floors		3/4	″
Butt End Bolts		3/4	″
Short Bolts in Ceiling		3/4	″
Pintles of the Rudder Stal		3 3/4	″
Hold Beam Bolts in Waterway			as approved
Hold Beam Bolts in Knees			
Hold Beam Bolts in Shelf or Clamp			
Deck Beam Bolts in Waterway (Covering board)		13/16	″
Deck Beam Bolts in Knees		7/8	″
Deck Beam Bolts in Shelf or Clamp		7/8	″
Nails or Bolts in Flat of Deck		3/8	″
Treenails 1 1/8 Inches			″

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

The Floors consist of Birch and Spruce The First Foothooks of Birch

The Second Foothooks of – The ~~Third Foothooks and~~ Top Timbers of Spruce

The Main Keelson is Spruce and is free from all defects.

(The ~~Rider~~ Sister Keelson is Spruce)

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

Deadwood, of Oak and – ditto.

The Stem, and Stern Post of Oak ditto.

The Deck and Hold Beams of Spruce

Breasthooks of Juniper Knees of Juniper and Spruce

The Main piece of Rudder of Steel Windlass of Cast Iron, outer drum.

(The Keel of Birch)

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 rest of the Shifts of the Frame are –

The Frame is Spruce squared from First Foothook Heads upwards,

and is free from sap, and from thence downwards, the frame is

The double Frames are through bolted together to the Gunwale.

N.B.—If not, state how bolted

The Butts of the Timbers are close together; their thickness not less than 90% of the entire moulding at that place.

The Frame is chocked with 1 3/4 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 Birch and rock maple

From the above named height to the Wales Birch

The Wales and Black-strakes – The Topsides and Sheer-strakes Oak

The Spirketting and Plank-sheers The Water-ways (Covering board) Upper Deck Spruce

Lower Deck –

The Decks Spruce State of Good

The Shifts of the Planking are not less than 5′ Feet – 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 and 4 strakes between, *and without step-butting.*

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are Spruce

The Ceiling, Lower Hold, ~~and between Decks~~ Spruce Shelf Pieces and Clamps Spruce

FASTENINGS.—To Hold Beams

Deck Beams 1-7/8 bolt driven through two strakes of clamps, and 1 7/8 bolt through shelf strake and kutted.

Number of Breasthooks 2 Pointers Knees 6 sets forward and 5 sets Crutches aft

Butt End Bolts are of 3/4 galvd iron in the Bottom 1″ Bolts in each Butt End 3/4″ through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of Juniper How made Straight + knuckle turned

Thickstuff over Double Floors is 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 J Ernst & Son Ltd per L.A. Ernst "Pres't" *Surveyor's Signature* H Moon. *Surveyor to Lloyd's Register of Shipping.*

012019-012026-0108

896
21
28
945

See approved plan of & Section approval of equipment

EQUIPMENT TONNAGE 181.36 **ANCHORS.**

Number of Certificate.	Anchors.	Weight, Ex. Stock. Cwts.	qrs.	lbs.	Weight of Stock. Cwts.	qrs.	lbs.	Test, per Certificate. Tons.	cwts.	qrs.	lbs.	Weight Req. by Rule. ~~Tons~~ Cwts	qrs.	lbs.	Description of Anchor. (If Patent state name of Patentee.)	Makers.	Where and when tested and Superintendent.
46141	1st Bower ✓	8	1	21	Stockless			10	12	2	0	6	1	0	Stockless Perkins Type	–	Cradley Heath 3-3-31
46140	2nd " ✓	8	1	7	"			10	10	0	0	6	1	0	" "	–	" 3-3-31 S.C. Paul
	3rd "																
	Collective weight	16	3	0						1		12	2	0			
46207	Stream ✓	3	0	6		3	6	5	10	0	0	1	3	0	Iron Stock	–	Cradley Heath 3-4-31 S.C. Paul
	Kedge																
	2nd Kedge																

CHAIN CABLES.

Number of Certificate.	Fathoms.	Size.	Test per Certificate. Tons.	Weight of Chain Cable. Supplied.	Per Rule.	Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.
45-718	165	15/16	15.8	79.94	74.2	135 - 13/16	Studlink	–	Cradley Heath 3-3-31 S.C. Paul
~~Iron Stream Chain~~ or Steel Wire	45	2½	17.2			45 - 2	Hex. Steel wire	British Ropes Ltd	

HAWSERS AND WARPS.

Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms Size per Rule
Towline	75	7	–	75 -
Hawser	90	5		90 -
Warp	90	4	–	

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 good, 2 - 18' × 5.6' × 2.4', 2 dinghies 16' × 5' × 2.25'

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? Open stanchions and rails, iron

Cargo Hatchways.—How formed? wood coaming, steel capped + through bolted State size 8' × 6'

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

What arrangement for shifting beams? –

Hatches, themselves, whether strong and efficient? Yes, steel plate, with stiffeners **Main Hatchways.**—State size

Order for Special Survey, No. A18
Date Feby 12th 1931
Order for Ordinary Survey, No.
Date
~~No.~~ 20 in Builder's Yard.

Dates of Surveys held while building, as per Section 35.
1st. When the Frame is completed March 3rd
2nd. When the Beams are put in, &c. March 25th
3rd. When completed and before the plank be painted or payed April 7th – April 21-28, May 11-13-14-15-19-20-22-29-3[illegible] June 2-5-9-13-15-20-24

General Remarks. This vessel has been built in accordance with, or above the scantlings of the approved Plans and the Society's Rules. The materials used and the workmanship are sound and good, and the vessel has been salted as per Section 37 of the Rules. The decks were tested by hose and found satisfactory.

Plank fastenings.

Planks over 11 inches in width double fastened in each pair of frames

Planks between 8 and 11 inches double and single fastened in each pair of frames

Planks under 8 inches single fastened in each pair of frames.

Ceiling edge bolted and through bolted and clinched.

The equipment of this vessel meets with the Rules and Requirements and it is recommended she be classed ✠ 8 A1

The vessel was sheathed with greenheart at water line on a depth of 3 feet

The tanks were tested in accordance with the Rules with satisfactory results.

Present condition of Caulking of Bottom Good Deck Good and ~~Waterways~~ Covering board Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled Sheathed with greenheart at W/L When last done Now

I am of opinion this Vessel should be Classed ✠ 8 A1

The Amount of the Entry Fee ... £ $ 10.00
Special ... £ $ 124.00
~~Certificate~~ Postage £ $ 10.00
Travelling Expenses, if any. $ 57.50

Fees applied for, June 24th 1931
Received by me, June 29th 1931

J. Moon.
Surveyor to Lloyd's Register of Shipping.

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

Committee's Minute TUE. 18 AUG 1931

Character assigned +8 A1 (wood)

Write Hfx G.+B. Salted +L.MC. 6.31
Full class Lloyd's A&CP. Oil Eng.
~~Per EP~~

CERTIFICATE WRITTEN.

Write Hfx. (H.X.)
" Nyk. Lr 19/8/31