

## WOOD SHIP.

7 JUL 1926

(June 17, 1926.)

No. 1627 Survey held at *N. Vancouver* Date, First Survey *March 15, 1926* Last Survey *June 16, 1926*  
 on the *Wood, 3 m. Gun Schooner, "BAYNAUD & MAUD"* Master *E. Foellmer*

Official Number *148758*  
 Tonnage under Tonnage Deck *339.53*  
 Ditto of Spar Deck, or Awning Deck  
 Ditto of Poop, or Raised Qr. Dk. *46.92*  
 Ditto of Houses on deck  
 Ditto of Forecastle  
 Gross Tonnage *385.46*  
 Crew Space, as per Rule *38.49*  
 Register Tonnage, cut on Beam *49.69*  
 Engine Room  
 Register Tonnage, as a Steamer, cut on the Beam *297.28*

Built at *Asker* When built *1917* Launched *✓*  
 By whom built *Chr. Jensen* Owners *Hudson's Bay Co.*  
 Port belonging to *London* Destined Voyage *Arctic*  
 If Surveyed *in Building, Afloat, or in Dry Dock* *Dry dock & afloat.*

Length as per Section 39	Feet. <i>106</i> Inches. <i>0</i>	Extreme Breadth Outside...	Feet. <i>40</i> Inches. <i>10</i>	Depth of Hold	Feet. <i>15</i> Inches. <i>4</i>	No. of Decks with Flat laid	<i>two</i>
Length of Keel	Feet. <i>76</i> Inches. <i>0</i>	Round of Beam	Feet. <i>8</i> Inches. <i>4</i>	Depth from limber-strakes to under side of lower deck beam	Feet. <i>6</i> Inches. <i>2</i>	No. of Tiers of Beams	<i>two</i>
				Depth, Moulded	Feet. <i>18</i> Inches. <i>4</i>		

SCANTLINGS OF TIMBER.	IN SHIP.						REQUIRED BY RULES AS APPROVED.						OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.			SIDED.	MOULDED.			In Ship.	Per Rule as Approved.						
		Middle.	Ends.	Middle.		Ends.	Ins.	Ins.								
										Ins.	Ins.	Ins.		Ins.		
AND SPACE		13 to 14		13 to 14											Length 106.9 breadth 40.0 depth 15.3	
		12	12	12	12	12	12									
hooks		12	11	10	12	11	10									
to		12	10	9	12	10	9									
to		12	9	9	12	9	9									
timbers		12	8	8	12	8	8									
No 30 Average 4 Centes Space }		10x10 Solid at Ends			10x10 Solid at Ends											
ams, length amidships		39 feet														
No 25 Average 4 1/2 Centes Space }		10x10 Solid at Ends			10x10 Solid at Ends											
ams, length amidships		30.5 feet														
		13 1/4 x 13 1/4			13 1/4 x 13 1/4											
of Ditto		12 x 12			12 x 12											
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Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or YM in Ship.			Size required by Rule.		Copper or YM in Ship.			Size required by Rule.		Copper or YM in Ship.			Size required by Rule.
	Ins.	Ins.	Ins.			Ins.	Ins.	Ins.			Ins.	Ins.	Ins.	
Transoms and throats of Hooks														
Arms of Hooks														
Thro' Bilge and Limber Strakes														
Thickstuff over Double Floors														
Butt End Bolts														
Short Bolts in Ceiling														
Pintles of the Rudder														
Waterway														
Knees														
Shelf or Clamp														
Waterway														
Knees														
Shelf or Clamp														
Bolts in Flat of Deck														
Treenails														

RING. The Space between the Floor Timbers and Lower Foothooks is *16 1/2* Inches. The Space between the Top-Timbers is *16 1/2* Inches.

rs consist of *12 sided oak* The First Foothooks of *oak*

nd Foothooks of *12 sided oak* The Third Foothooks and Top Timbers of *oak*

Keelson is *oak 13 1/2 x 13 1/4* and *as far as beam* free from all defects. The Shifts of the First and Second Foothooks are not less than *5 feet apart*

er Keelson is *oak 13 1/2 x 13 1/4* N.B.—When less than prescribed by the Rules, state how many.

isons, Knightheads, Hawse Timbers, & Aprons of *oak 10 x 12* ditto. The rest of the Shifts of the Frame are *5 feet*

l, of *16 sided oak* and *6* ditto. The Frame is *12 sided* squared from First Foothook Heads upwards,

and Stern Post of *oak 19 1/2 sided by 12 1/2 x 10* ditto. and *16* free from sap, and from thence downwards, the frame is *12 sided*

and Hold Beams of *pine 10 x 10* The *double* Frames are *through* bolted together to the Gunwale.

ks of *natural* Knees of *pitch pine* N.B.—If not, state how bolted.

piece of Rudder of *15 dia. gum* Windlass of *metal hand* The Butts of the Timbers are *gilted* close together; their thickness not

l of *oak 13 1/2 x 13 1/4* less than *full depth* of the entire moulding at that place.

The Frame is *not* chocked with *Butt* at each end of the chock.

ING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is *4 x 11 oak*

above named height to the Wales *4 x 9 oak*

s and Black-strakes *4 x 8 oak* The Topsides and Sheer-strakes *4 x 6 oak*

Plank-sheers *4 x 6 oak* The Water-ways { Upper Deck *7 x 16 fir*

s *3 x 5 pine* State of *good* Lower Deck *✓*

s of the Planking are not less than *1 1/2* Feet *13* Inches. N.B. If less than prescribed by the Rule, state whether general or partial,

partial, in what part of the Ship. The Planking is wrought between, and without step-buttling.

ING INSIDE.—The Limber-strakes and Bilge-strakes are *4 x 6 1/2 x 12 pine* with *6 1/2 x 14 clamp* between lower & upper decks

ng, Lower Hold, and between Decks *4 x 12* Shelf Pieces and Clamps *6 1/2 x 20 pine*

NINGS.—To Hold Beams *Knees - 3 bolts and spikes at ends, and dump bolts through clamps*

*Chaps 1 1/2 x 4 every 8 feet, extending from Bilge clamp to main deck, bolted with 1" clinch*

*15" apart*

*Knees 3 bolts and spikes at ends, dump bolts to clamp, hanging knees on alternate*

*o 9 in - 1 1/2 x 4 at ends, 4 x 4 at throat, by 7' long to ship's side and 10' to beams*

*7/8" iron - 15" centres.*

f Breasthooks *two* Pointers *one + solid forward* Crutches *Every beam, 10 in beam, 7 in sides*

Bolts are of *iron - 3 1/8 x 8 - 23 pins* in the Bottom *same* Bolts in each Butt End *rolled* through and clenched.

Limber Strakes *two 3/4 bolt + knees bolted through and clenched.* Treenails of *oak, 1 1/2* How made *turned*

over Double Floors *✓* 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 *A. Scott.* *R. B. Bernier*

Signature \_\_\_\_\_ Surveyor to Lloyd's Register of Shipping.



## EQUIPMENT TONNAGE

letter 9.

ANCHORS.

[illegible]

## CHAIN CABLES.

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 of Steel Wire Towline.	Fathoms.
				Supplied.	Per Rule.									
42492	105 135	1 1/2 1 3/16	50.7 40.5	122.2 18	121.0 3	168.1 1 1/2	Steel Cable do	Wingley & Sons	Wickham 6.7.08 H.C.	TOWLINE HAWSER WARP	75 90 90	2 3/4 6 6	75 90 90	75
Iron Steam Chain	60	3"				60.2 3/4	Steel wire							

## HAWSERS AND WARPS.

condition, and sufficient in size and length.

Masts, Yards, &c., are in *good* *is* sufficient in size and *good* in quality.

Standing and Running Rigging *Suit of Complete* Sails, and the following spare sails. *Spare Canvas only*

Sails. *Good*

Boats *2-17 foot Class 1/A Clip boat, hung in davits in dunnage chocks. 1 Motor launch boat 22 feet.*

Windlass, present state is *efficient* Capstan *✓* Rudder *good (new)* Pumps *good (Gates)*

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?  
*2 freeing ports each side. 1-5 by 3-5" hinged doors.*

Cargo Hatchways.—How formed? *17" above deck. w/ thin coaming* State size *9'9" by 3' inside*

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

What arrangement for shifting beams? *1 pair and after 6 1/2 x 4 oak + 3 shifting beams (wood) below same.*

Hatches, themselves, whether strong and efficient? *Yes. thickness 3"* Main Hatchways.—State size *one hatch only.*

*1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100*

Order for Special Survey, No. <i>1</i>	DATES OF SURVEYS held <i>and before time</i> as per Section 35.	1st. When the frame is completed <i>May 20th and opened.</i>
Date <i>Feb 27, 1926</i>		2nd. When the frame is open in, etc. <i>of 1, 6, 8, 13, 20, 22, 23, 26, May 3, 8, 10, 14, 17, 18, 20.</i>
Order for Ordinary Survey, No. _____		3rd. When completed and before time <i>27, June 3, 8, 10, 12, 14, 15, 16.</i> placed or painted or payed _____
Date _____		
No. _____ in Builder's Yard.		

Date \_\_\_\_\_ in Builder's Yard.

No. \_\_\_\_\_

General Remarks. This vessel was originally constructed for the Amundsen Polar Exploration, and has made two voyages into the Arctic. A four cylinder Semi Diesel Bolinder Engine is fitted. The rudder was found to be shaken and an entire new rudder has now been fitted, reinforced by heavier irons. The steering gear & connections have been examined throughout, and made good. Steel built quadrant, and hooked from new pilot-house. The vessel was placed on dry dock. Portions of outer sheathing removed required for examination of fastenings, plankings & caulking, which were found good. A new false keel has been fitted. The fastenings and timbers were driven as required and found good. Deckings were removed internally and condition of inner planking frames etc found satisfactory. The masts (treights removed) spars, rigging & bolls have been examined, and are in good order. The decks have been examined & caulked as required. Two new life boats to conform to British B.O.T. requirements have been constructed and hung in davits and chocks fitted. Nighting has been fitted as required to each mast, and grounded to good

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good  
When last done Overhauled

I am of opinion this Vessel should be Classed	94.	
The Amount of the Entry Fee ... .. £	15 00	Fees applied for,
Special ... .. £	42 50	June 17 1926
Thames Certificate... £	40 00	Received by me,
New York Certificate... £	50 00	25 10 6
Travelling Expenses, if any, including Cable.	25 00	

A. Scott. a  
Surveyor to Lloyd's Register of Ships

Nov. 3 inst. Ane Schooner **BAYMAUD**

Copper Sheathing, which also acts as trillies ground.  
Examinid middlase, pumps, houses, hatchways & Coamings, Bulwarks etc.  
and all found or made good. New hatch covers of suitable  
thickness has been fitted.  
The lower hold is fitted with small separate tanks (plan of tanks  
attached for carrying fuel oil for main engine. These tanks are  
securely fastened, and practically fill the space below tween  
decks. They have all been tested to rule requirements and found  
tight. Each tank is fitted with a manhole, and access to same  
is provided by means of a small hatch in tween decks.  
Air pipes have now been fitted to all tanks of size equal to  
the filling pipes, in addition to the small pipes originally  
fitted. Two ventilators have also been fitted, with proper  
Coamings, to ventilate this space. These tanks are not fitted with trays,  
and as this was found to be impracticable, two large suction, has now  
been fitted, over a metal sheathed area, at the lowest point, one on each  
side of the centre line, to which all seepage will flow. The amount  
of seepage from these tanks has been practically nil.

A Spare madder is carried on deck, and the vessel is arranged so that the madder can be unshipped & shipped at sea. The bow & stem are protected by heavy iron bands, spiked into sheathing. These bands are  $2\frac{1}{2} \times \frac{3}{4}$  section, and extend about four feet on each side forming an efficient ice protection. They extend from one foot above water line to about one foot above keel. The vessel is not salted. An efficient long range bellows is fitted. The material and workmanship throughout are good, and the timber and fastenings in very efficient condition, leaving the appearance internally equal to new. Fire equipment consists of water hose & ample chemical extinguishers. Equipment. The equipment of anchors and cables is fully up to requirements, but only one certificate for 105 fathoms of  $1\frac{1}{2}$  dia mild link cable has been produced. The balance should be tested and certificate produced before a class with equipment can be recommended.

The Baymans left Vancouver for the Arctic on June 17, 1936.

A. Scott.

to Lloyd's Register of Shipping