

REC'D NEW YORK FEB 5 - 1919

WOOD SHIP.

ELEMKAR 05825

THU. 27 FEB. 1919

No. 694 Survey held at North Vancouver B.C. Date, First Survey 12-6-18 Last Survey 26-2-1918
on the Fire masted Wood auxiliary schooner "Cap Nord" Master Van Drogenbroeck
Tonnage under Tonnage Deck 1288.34
Ditto of Spar Deck, or Aft Deck 4.79
Ditto of Poop, or Raised Qr. Dk. 106.41
Ditto of Houses on deck 2.69
Ditto of Forecastle 65.87
Gross Tonnage 1468.10
Crew Space, as per Rule 66.43
Register Tonnage, cut on Beam 18.01
Engine Room 199.72
Register Tonnage, as a Steamer, cut on the Beam 1183.94
Built at North Vancouver When built 1918. Launched 24-9-18
By whom built William Lyall Societe S. Armerment
Shipbuilding Co. Ltd Owners Van Hemelryck
Port belonging to Vancouver B.C. Destined Voyage Shanghai
If Surveyed while Building, Afloat, or in Dry Dock Building

Length as per Section 39	242	6	Extreme Breadth Outside	44	3	4	Depth of Hold	18	8	7	No. of Decks with Flat laid	One
Length of Keel	225		Round of Beam			9	Depth from limber-strakes to under side of lower deck beam	17	5		No. of Tiers of Beams	One and one widely spaced
							Depth, Moulded	20	9			

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.			Length 242.8 breadth 44.4 depth 18.7
TIMBER AND SPACE	32			32					
Floors	24	22	18-16	24	22	18-16			
1 st Foothooks	24	16	18-15	24	16	18-15			
2 nd Ditto	24	15	16-14	24	15	16-14			
3 rd Ditto	24	14	15-13	24	14	15-13			
Top Timbers	24	10	13-8½	24	10	13-8½			
Deck { No 44 Average } Beams { Space } 48"	16	15	10	16	15	10			
Deck Beams, length amidships	41' 6"			41' 6"					
Hold { No 14 Average } Beams { Space } 8'	16	15	16	16	15	16			
Hold Beams, length amidships	39' 6"			39' 6"					
Keel.....	20	20	20	20	20	20			
Scarphs of Ditto.....	16 feet			16 feet					
Keelsons <i>Centre and reds</i> <i>Side and reds</i>	20	20	20	20	20	20			
Scarphs of Ditto.....	15 feet			15 feet					

OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	In Ship.	Per Rule, or as Approved.	
Garboard Strakes	9	9	
Garboard to Bilge	5	5	
Bilge Planks	5	5	
Bilge to Wales	5	5	
Wales	7	7	
Topsides.....	6	6	
Sheer Strakes.....	6	6	
<i>Railwork plating</i> Plank Sheers	4	4	
Water { Upper Deck... Ways { Lower Deck... ✓	10 x 14 12 x 16	10 x 14 12 x 16	
Ditto, faying surface against Timbers	12-14	12-14	
Upper deck.....	4½	4½	

INSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	In Ship.	Per Rule, or as Approved.	
Limber Strakes	14	14	
Bilge Planks	14	14	
Ceiling in Flat	8	8	
Ditto Bilge to Clamp ..	10	10	
Hold Beam Clamps ..	15	15	
Deck Beam Ditto	✓	✓	
Ceiling 'twixt Decks...	✓	✓	
Hold Beam Shelves.....	✓	✓	
Deck Beam Ditto	14	14	

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

Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.
Heel-Knee, and Deadwood abaft	1 1/4	1 1/4	Transoms and throats of Hooks	1 1/4	1 1/4	Hold Beam	1 1/4	1 1/4
Scarp of Keel, No. 10	1	1	Arms of Hooks	1 1/8	1 1/8	Bolts in	1 1/8	1 1/8
Keelson Bolts through Keel at each Floor	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1 1/8	1 1/8	Deck Beam	1 1/8	1 1/8
Bolts through Heels of Timbers against Deadwood	1 1/8	1 1/8	Thickstuff over Double Floors	1 1/8	1 1/8	Bolts in	1 1/8	1 1/8
Frame Bolts	1 5/16	1 5/16	Butt End Bolts	1 1/8	1 1/8	Nails or Bolts in Flat of Deck	7/16	7/16
			Short Bolts in Ceiling	3/4	3/4	Treenails	1 1/2	1 1/2
			Pintles of the Rudder	3/4	3/4			

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is 8 Inches. The Space between the Top-Timbers is 8 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 is free from all defects. The Shifts of the First and Second Foothooks are not less than 6 feet.

(The Rider Keelson is of Douglas Fir) N.B.—When less than prescribed by the Rules, state how many.

The Transoms, Knightheads, Hawse Timbers, & Aprons of Douglas Fir ditto. The rest of the Shifts of the Frame are 5 and 4 feet.

Deadwood, of Douglas Fir and knee ditto. The Frame is 15 1/2 x 10 1/2 double squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is 15 1/2 x 22 x 12 double.

The Stem, and Stern Post of Douglas Fir and forefoot ditto. The double Frames are treenail bolted together to the Gunwale.

The Deck and Hold Beams of Douglas Fir 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 less than full depth of the entire moulding at that place.

The Main piece of Rudder of iron-bark Windlass of Steam efficient The Frame is not chocked with square Butts at each end of the chock.

(The Keel of Douglas Fir)

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 of Douglas Fir

The Wales and Black-strakes of Douglas Fir The Topsides and Sheer-strakes of Douglas Fir

The Spirketting and Plank-sheers of Douglas Fir The Water-ways of Douglas Fir

The Decks of Douglas Fir State of Good

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 and 4 between, and without step-buttling.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes 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 two 1/2 clenched bolts through each beam and clamp and one hanging knee with 1 1/2 clenched bolts

Deck Beams With two drift bolts through waterway each beam end and clamp and one hanging knee with 1 1/2 clenched bolts

Number of Breasthooks 2 Pointers 3 Crutches

Butt End Bolts are of 7/8 galid in the Bottom 7/8 galid Bolts in each Butt End one through and clenched.

Bilge and Limber Strakes are bolted through and clenched. Treenails of hickory How made engine 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.

THE WILLIAM LYALL SHIPBUILDING COMPANY, LTD. Surveyor's Signature H.A. Barnett Lloyd's Register

Builder's Signature Surveyor to Lloyd's Register of Shipping

1520-8601M

W1098-0252

EQUIPMENT TONNAGE *Letter 9/ 16356*

ANCHORS.

Drop test certificates *Power No. 646. 18/2/18. 18-2-0 B. L. Perry
2nd do 1545. 31/12/17. 18-0-24 W. Barn
3rd do 1621. 14/5/18. 15-2-14 W. W. William*

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.			
14699	1st Bower	33	11	14	Stockless			31	3	0	14	33	0	0	Britannia	John Green	9-7-18. Chester J. B.
14698	2nd "	33	0	0	do			30	17	2	0	33	0	0	do	do	9-7-18. do
14697	3rd "	28	0	14	do			27	4	1	14	28	0	0	do	do	9-7-18. do
	Collective weight	94	1	28								94	0	0			
14701	Stream	8	1	14	2	0	16	10	10	0	0	8	2	0	Ordinary	do	10-7-18. do
14700	Kedge	4	2	2	1	0	22	7	0	0	0	4	2	0	do	do	10-7-18. do
	2nd Kedge	1															

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.	Fathom Size per
				Supplied.	Per Rule.									
12533.	105	1 11/16	5 1/4 * 7 3/4	157-2-25	for 240 ft. 344-2-22	240-1 11/16	Stud link	John Green	10/7/18. Chester	TOWLINE win	90	3 1/2	35 1/2	90-
12534.	105	1 11/16	5 1/4 * 7 3/4	159-2-16			do	do	11/7/18. do	HAWSER manila	29 90	6"		29 90-
									Jas. B. Parsons	WARP manila	29 90	5"		29 90-
Iron Stream Chain or Steel Wire ...	75	4"	47 1/2	✓		75-4"								

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. are made of best duck. Suit of lower sails, top sails, and the following spare sails

Boats *Two 22' life boats of wood*

Windlass, present state is *efficient*, Steam Capstan *V*

Hardwood stock 3" to all bldgs to engine room manifold. One 3" all approx. one 5 1/2" overboard with 3" tail.

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 12"x20" and 3 moving pipes 6"x10" to each side

Cargo Hatchways.—How formed? *With Douglas fir coverings* State size *2. 4'x4' No. 3. 12'x22' 4. 4'x4'*

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

What arrangement for shifting beams? *3 shifting beams at no. 1 and 3. hatches all of 14"x18"*

Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *12'x22'*

Order for Special Survey, No. *142*

Date *22/4/18*

DATES of Surveys

held while building, as per Section 35.

Order for Ordinary Survey, No.

Date

No. 7 in Builder's Yard.

1st. When the Frame is completed *16/6/18.*

2nd. When the Beams are put in, &c. *10/7/18.*

3rd. When completed and before the plank be painted or payed *31/7/18.*

General Remarks.

This vessel has been built in accordance with the approved plans copies which are in the New York office, the Secretary's letters and in general conformity to the rules for class contemplated. Vessel has one gas-tight bulkhead between engine room and cargo space, one continuous hold therefrom. Nine wooden keelsons are fitted 20'x20" secured with 1 1/2" and 1 3/4" bolts headed and driven through keel and frames. The ceiling is closely fitted and fastened with two 1 1/2" drift bolts and two 1 1/8" through bolts headed and clenched, and edge bolted at every frame space. The beams and carlins are well secured with hanging and lodging knees all well fastened with 1 1/8" clenched bolts. The garboards are well worn and fastened with four galv'd bolts in each frame and two in the butts. The bottom plates are fastened with three treenails and two spikes in each frame. The bilge wales and top side planking is efficiently wrought and fastened. The whole of the framing keelsons and deadwood, and paying surfaces of ceiling is coated with creosote, as salting and ventilation carried out in accordance with the rules except the salting of beams. The cables are supplied in accordance with circular 1304 as a war emergency measure.

Present condition of Caulking of Bottom *Good*

Deck, *Good*

and Waterways *Good*

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

When last done *V*

I am of opinion this Vessel should be Classed *A.1. 12 years. Sailed and especially treated*

The Amount of the Entry Fee ... *\$ 25.00*

Fees applied for.

Special ... *\$ 308.10*

19

Certificate ... *\$ 16.00*

Received by me,

Travelling Expenses, if any, *New York \$ 16.00 Seattle \$ 10.00 Local \$ 5.00*

10/6/19 19

H. A. Barnett

Surveyor to Lloyd's Register of Shipping.

Committee's Minute

TUE.-4.MAR. 1919

Character assigned

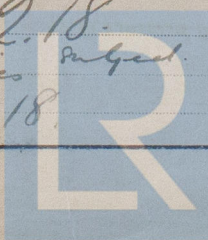
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MILL CERTIFICATE
WRITTEN.

Sailed 12/6/18

Lloyd's 406.P.

oil engines 12/6/18



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Lloyd's Register
Foundation