

701 Survey held at North Vancouver B.C. Date, First Survey 19-7-18 Last Survey 22-1-1919  
Live masted Auxiliary Schooner "Cap Horn" Master not appointed  
NAME under Timber Deck 1289.63 Built at North Vancouver B.C. When built 1918 Launched 6-11-18  
of Spar Deck, or Aft Deck 4.78 By whom built William Lyall Shipbuilding Co. Ltd. Owners Societe D. Armement  
of Poop, or Raised Qr. Dk. 106.41 Port belonging to Vancouver B.C. Destined Voyage Shanghai  
of House Deck 2.69  
of Forecastle 1468.86  
ss Tonnage 67.56  
e Space, as per Rule 18.01  
ster Tonnage, cal on Beam 199.69  
ine Room 184.10  
ster Tonnage, as a Steamer, 184.10  
t on the Beam.....

as per Section 39	Feet.	Inches.	Extreme Breadth Outside...	Feet.	Inches.	Depth of Hold	Feet.	Inches.	No. of Decks with Flat laid
	242	6		44	3 3/4		18	8 7/8	one
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
						Depth, Moulded.....	20	9	one and one tier widely spaced

DIMENSIONS 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.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Ins.	Ins.	Length 242.7 breadth 44.4 depth 18.7
AND SPACE	32			34			Garboard Strakes	9	9	
	24	22	18-16	24	22	18-16	Garboard to Bilge	5	5	
Hooks	24	16	18-15	24	16	18-15	Bilge Planks	5	5	
	24	15	16-14	24	15	16-14	Bilge to Wales	5	5	
	24	14	15-13	24	14	15-13	Wales	7	7	
Timbers	24	10	13-8 1/2	24	10	13-8 1/2	Topsides	6	6	
No 44 Average Space	48"	16	15	10	16	15	10	6	6	
Beams, length amidships		41' 6"		41' 6"				6	6	
No 14 Average Space	8'	16	15	16	16	15	16	4	4	
Beams, length amidships		39' 6"		39' 6"				10 x 14	10 x 14	
	20	20	20	20	20	20		12 x 16	12 x 16	
of Ditto		16 feet		16 feet						
is	20	20	20	20	20	20				
of Ditto		15 feet		15 feet						

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

Size of Bolts in Fastenings.

Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.
Ins.	Ins.	Ins.
nee, and Deadwood abaft... Galv'd	1 1/4	1 1/4
s of Keel, No. 10 "	1	1
a Bolts through Keel at Floor " 1 1/2	1 1/2	1 1/2
rough Heels of Timbers B.S. 1 1/8	1 1/8	1 1/8
ast Deadwood " 1 5/16	1 5/16	1 5/16
Bolts Treenails "		

Transoms and throats of Hooks.. B.S. 1 1/4 1 1/4

Arms of Hooks " 1 1/8 1 1/8

Thro' Bilge and Limber Strakes " 1 1/8 1 1/8

Thickstuff over Double Floors " 1 1/8 1 1/8

Butt End Bolts Galv'd 7/8 7/8

Short Bolts in Ceiling B.S. 1 1/8 1 1/8

Pintles of the Rudder Y.M. 3 3/4 3 3/4

Hold Beam Waterway B.S. 1 1/8 1 1/8

Bolts in Knees " 1 1/8 1 1/8

Deck Beam Shelf or Clamp " 1 1/8 1 1/8

Bolts in Waterway " 1 1/8 1 1/8

Bolts in Knees " 1 1/8 1 1/8

Bolts in Shelf or Clamp " 1 1/8 1 1/8

Nails or Bolts in Flat of Deck 7/16 7/16

Treenails. 1 5/16 Inches

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

loors consist of Douglas Fir The First Foothooks of Douglas Fir

cond Foothooks of Douglas Fir The Third Foothooks and Top Timbers of Douglas Fir

ain 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.

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

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

ood, of Douglas Fir and knee ditto. The Frame is 15' 6" 10' 12" double squared from First Foothook Heads upwards,

am, and Stern Post of Douglas Fir and fourfoot ditto. and is free from sap, and from thence downwards, the frame is 15' 6" 22' 12" double

ck and Hold Beams of Douglas Fir The double Frames are treenail bolted together to the Gunwale.

ooks of Douglas Fir Knees of Douglas Fir N.B.—If not, state how bolted

in piece of Rudder of Iron bark Windlass of Steam-efficient The Butts of the Timbers are fitted close together; their thickness not

eel of Douglas Fir less than full depth of the entire moulding at that place.

KING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is of Douglas Fir The Frame is not chocked with square Butt at each end of the chock.

he above named height to the Wales of Douglas Fir

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

cketting and Plank-sheers of Douglas Fir The Water-ways { Upper Deck of Douglas Fir

ks of Douglas Fir State of Good { Lower Deck

fts 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,

if partial, in what part of the Ship. The Planking is wrought 3 x 4 between, and without step-buttting.

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

ing, Lower Hold, and between Decks of Douglas Fir Shelf Pieces and Clamps of Douglas Fir

NINGS.—To Hold Beams With two 1/2 clenched bolts through each beam end and clamp

(one hanging and one lodging knee. See on page 1)

ams With two drift bolts through waterway, each beam end and clamp and

hanging knee with 1/2 clenched bolts

of Breasthooks 2 Pointers 3 Crutches ✓

d Bolts are of 7/8 Galv'd in the Bottom 2 (7/8) Galv'd Bolts in each Butt End one through and clenched.

d Limber Strakes are bolted through and clenched. Treenails of Locust and hickory How made straight and

ff over Double Floors are bolted through and clenched. General quality of Workmanship Good Engine turned

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

THE WILLIAM LYALL SHIPBUILDING CO., LTD. Surveyor's Signature H. A. Barnett

Signature BY [Signature] Surveyor to Lloyd's Register of Shipping.

W1523-0021



Letter 9.  
EQUIPMENT TONNAGE 16356

ANCHORS.

No. of drop test certificates. Power 818. 11/7/18-18-1-7 4-8  
806. 27/6/18 18-0-14  
1620. 14/5/18 15-3-0 W.W.W.

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.	cwt.	qrs.	lbs.			
14714	1st Bower	33	3	7	Stockers			31	10	2	14	33	0	0	Britannic	John Green	Chester J.
14715	2nd "	33	2	14	do			31	6	3	14	33	0	0	do	do	do
14713	3rd "	28	0	0	do			27	2	2	0	28	0	0	do	do	do
	Collective weight	94	5	21								94	0	0			
14716	Stream	8	1	12	2	0	9	10	10	0	0	8	2	0	Ordinary	do	do
14717	Kedge	4	3	0	1	0	19	7	2	2	0	4	2	0	do	do	do
	2nd Kedge																

CHAIN CABLES.

HAWSERS AND WARP

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 Towing.
				Supplied.	Per Rule.								
12555	210 3/4	1 1/16	71 3/4 51 7/8	316-2-12	344-2-22	240-1 1/16	Stud link	John Green	Chester J. H. Butler	TOWLINE	90	3 1/2"	35 1/2
										HAWSER	mainline	29 90	6"
										WARP	mainline	29 90	5"
Lean Stream Chain	75	4" or 4 1/2"				75-4"							
Steel Wire													

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, one suit of lower sails topsails and staysails, and the following spare sails ✓

Boats Two 22 ft life boats of wood

Windlass, present state is efficient - Steam Capstan ✓

Hardwood Stock. 3" suction to all bilges to 500m in main hold one Rudder and Air Body Pumps and one 52 x 32 Bunting.

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 mooring pipes 6"x10" to each side

Cargo Hatchways.—How formed? With Douglas Fir, coumings

State size No 1. 12'x22'. No 3. 12'x22'  
No 2. 4'x4' No 4. 4'x4'

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? Shifting beams at No 1 and 3 All of 14"x18"

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

Order for Special Survey, No 144

Date 18-4-18

DATES of Surveys

held while building, as per Section 35.

1st. When the Frame is completed

20-7-18

2nd. When the Beams are put in, &c.

3-8-18

3rd. When completed and before the plank be painted or payed

28-8-18

Order for Ordinary Survey, No.

Date

No 9 in Builder's Yard.

General Remarks. This vessel has been built in accordance with the approved, and Secretary's letters and in general conformity with the rules for class contemporary Vessel has one gas-tight bulkhead between engine room and cargo space, or continuous hold therefrom. Nine wooden treelons are fitted 20"x20" secured with 1 1/2" drift bolts headed and clenched. The ceiling is closely fitted and fastened with 1 1/2" drift bolts and 1 1/2" through bolts headed and driven from the outside in edge bolted in every frame space. The beams and carlins are well secured hanging and lodging knees all well fastened with 1 1/2" clenched bolts. The garboards are fastened with four 7/8 galv'd bolts in each frame and two bolts and edge bolted every three feet. The bottom planking is fastened three treenails and two spikes in each frame. The whole of the framing, and deadwood and faying surfaces of ceiling is coated with creosote the satting and ventilation carried out in accordance with the rules of the satting of beams. The cables are supplied in accordance with circle 1304 as a war emergency measure.

See Engines report re pumps under fuel tanks

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 A-1 12 years - "Satted and especially treated"

The Amount of the Entry Fee ... £ 825 :

Fees applied for,

Feb 6<sup>th</sup> 1919

Special ... £ 308:69

Certificate ... £ 11:00

Received by me,

10/6/19

Travelling Expenses, if any, £ 10:00

Local 4:50

H A Barnett

Surveyor to Lloyd's Register of S

Committee's Minute

FRI. 14 MAR. 1919

Character assigned

12 A1 Subject

Satted

Lloyd's A & C.P.

+ L.M.C. 1.19 (Oil Engines)

© 2021 Lloyd's Register Foundation