

REC'D NEW YORK July 23-1919.

WOOD SHIP.

No. 1404 Survey held at *The River & Lubec* Date, First Survey *Sept 29, 1917* Last Survey *July 3, 1919*
on the *Wood S. S. WAR MINGAN* Master *R. SMITH*

TONNAGE under Tonnage Deck *188.54*
Ditto of Spar Deck, or Avoing Deck *283.78*
Ditto of Poop, or Raised Qr. Dk. *179.12*
Ditto of Houses on deck etc. *35.13*
Ditto of Forecastle *2216.57*
Gross Tonnage *177.95*
Crew Space, as per Rule *709.30*
Register Tonnage, cut on Beam *1329.34*
Engine Room
Register Tonnage, as a Steamer, cut on the Beam

Built at *Three Rivers* When built *1919* Launched *Oct 16-1918*
By whom built *Three Rivers Shipyard* Owners *Imperial Munitions Board*
Port belonging to
Destined Voyage *W. I.*
Surveyed while Building, Afloat, or in Dry Dock *Building*

Length as per Section 39	Feet. 250	Inches. 1	Extreme Breadth Outside...	Feet. 43	Inches. 8	Depth of Hold	Feet. 22	Inches. 8	No. of Decks with Flat laid	1
Length of Keel	236	2	Round of Beam	—	8	Depth from limber-strakes to under side of lower deck beam	12	9	No. of Tiers of Beams	2
						Depth, Moulded	12	4		

SCANTLINGS OF TIMBER.			IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			OUTSIDE PLANK.			THICKNESS.		Dimensions of Ship per Register.	
			MOULDED.			MOULDED.						In Ship, Per Rule, or Approved.			
			SIDED.	Middle.	Ends.	SIDED.	Middle.	Ends.				In Ship,	Per Rule, or Approved.		
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.							
AND SPACE	36			36											
	12	24	13	12	24	13									
books	12	16	14	12	16	14									
	12	14	13	12	14	13									
	12	13	11	12	13	11									
bers	12	11	9	12	11	9									
No 81 Average Space	36	14	12	14	12	14	12								
ams, length amidships	40'-6"			40'-6"											
No 13 Average Space	24	14	14	14	14	14									
ams, length amidships	39'-2"			39'-2"											
	24	20	20	24	20	20									
of Ditto	10"			10'											
	3	24	20	20	24	20	20								
of Ditto	10"			10'											

INSIDE PLANK.		THICKNESS.	
		In Ship.	Per Rule or as Approved.
		Ins.	Ins.
Garboard Strakes	10-9-8	10-9-8	
Garboard to Bilge	6"	6"	
Bilge Planks	6"	6"	
Bilge to Wales	6"	6"	
Wales	6"	6"	
Topsides	6"	6"	
Sheer Strakes	6"	6"	
Plank Sheers	6"	6"	
Water Upper Deck	14"	14"	
Ways Lower Deck	-	-	
Ditto, faying surface against Timbers	14	14	
Upper deck	4	4	

Length 251.1	breadth 43.55	depth 22.65
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INSIDE PLANK.		THICKNESS.	
		In Ship.	Per Rule or as Approved.
		Ins.	Ins.
Limber Strakes	10	10	
Bilge Planks	14	14	
Ceiling in Flat	10	10	
Ditto Bilge to Clamp	10	10	
Hold Beam Clamps	14	14	
Deck Beam Ditto	14	14	
Ceiling 'twixt Decks	8	8	
Hold Beam Shelves	14	14	
Deck Beam Ditto	14	14	

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.	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.	Copper or YM in Ship.	Iron in Ship.	Size required per Rule.
Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.
ee, and Deadwood abaft...	1 1/4	1 1/4	Transoms and throats of Hooks...	1 1/4		Hold Beam	Waterway	1 1/8
of Keel, No	1	1	Arms of Hooks	1 1/4		Boots in	Knees	1 1/8
Boots through Keel at	1 1/4	1 1/4	Thro' Bilge and Limber Strakes	1 1/4		Boots in	Shelf or Clamp	1 1/8
Floor	1 1/8	1 1/8	Thickstuff over Double Floors	1 1/8		Deck Beam	Waterway	1 1/8
rough Heels of Timbers	1 1/8	1 1/8	Butt End Bolts	1 1/8		Boots in	Knees	1 1/8
st Deadwood	1 1/4	1 1/4	Short Bolts in Ceiling	1 1/8		Boots in	Shelf or Clamp	1 1/8
Bolts	1 1/4	1 1/4	Pintles of the Rudder	1 1/8		Nails or Bolts in Flat of Deck		1 1/8
						Treenails	Inches	1 1/4

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

ors consist of BC Fir The First Foothooks of BC Fir

ond Foothooks of BC Fir The Third Foothooks and Top Timbers of BC Fir

in Keelson is BC Fir and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 ft

ider Keelson is Steel Box Linder. N.B.—When less than prescribed by the Rules, state how many.

ansoms, Knightheads, Hawse Timbers, & Aprons of BC Fir ditto. The rest of the Shifts of the Frame are 4 ft

od, of BC Fir and is ditto. The Frame is 12x13 squared from First Foothook Heads upwards,

em, and Stern Post of BC Fir and is ditto. and is free from sap, and from thence downwards, the frame is 12x24

eck and Hold Beams of BC Fir The Double Frames are through bolted together to the Gunwale.

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

ain piece of Rudder of Steel Windlass of Cast iron (Steam) The Butts of the Timbers are fitted close together; their thickness not

eel of BC Fir less than 50% of the entire moulding at that place.

The Frame is butt chocked with a 2" Butt at each end of the chock.

KING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is BC Fir

he above named height to the Wales BC Fir The Topsides and Sheer-strakes BC Fir

ales and Black-strakes BC Fir The Water-ways { Upper Deck BC Fir

arketting and Plank-sheers BC Fir { Lower Deck BC Fir

ecks BC Fir State of Good N.B. If less than prescribed by the Rule, state whether general or partial,

ifts of the Planking are not less than 5 Feet 0 Inches. The Planking is wrought 4 strakes between, and without step-butting.

if partial, or what part of the Ship. BC Fir (Douglas)

KING INSIDE.—The Limber-strakes and Bilge-strakes are Douglas Fir Shelf Pieces and Clamps Douglas Fir

illing, Lower Hold, and between Decks 4 1/4 Bolts in every beam at each end, ie 2 Bolts in Clamp & 2 in Stringer

ENINGS.—To Hold Beams 4 1/4 Bolts in every beam at each end, ie 2 Bolts in Clamp & 2 in Stringer

Beams Vertical Bolts 1 1/4 - Any Bolts 1 1/8

Number of Breasthooks 2 Pointers 2 Crutches 2
Butt End Bolts are of Gal. Iron 1 1/2 in the Bottom one Bolts in each Butt End 1 through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of Rock elm. Larvae & How made straight Machine 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.
Builder's Signature *Agassiz* Surveyor's Signature *R. J. Alcock* Surveyor to Lloyd's Register of Shipping.
THE THREE RIVERS SHIPYARD, LIMITED

W1592-0019

W1592-0020

EQUIPMENT TONNAGE										ANCHORS.									
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.					
29550	1st Bower	35	0	22	Stockless			22	11	1	-	95	0	0	Britannic	R. Lytle & Son Ltd	Cardiff	29/18	AM. in
29809	2nd "	31	1	14	"			29	13	0	14	35	0	0	"	"	"	3/10/18	Boo
30071	3rd "	25	3	14	"			33	0	2	14	31	0	0	"	"	"	30/10/18	1
	Collective weight	102	1	22								101	0	0					
29438	Stream	10	1	-	"			12	4	1	14	9	2	0	(11-27 shanks)			27/8/1	EROS
29014	Kedge	5	0	4	1	1	24	7	7	2	0	4	3	0	Ordinary W. S. J. J. J.			6/7/1	UNDE
	2nd Kedge																		

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.	Fath. Size	
				Supplied.	Per Rule.										
20118	195	1 3/4	77 1/2	314.2.14	370.1.22	240 1 3/4	Steel Link Ropes	R. Lytle & Son Ltd.	Cardiff 29/18	TOWLINE	90	3 1/2	76	90	
11094	15	✓	✓	23.1.0		✓			Sunderland 20/18	HAWSER	180	2 1/4	9 1/2		
	210			337.3.14	316.0.16 (210)					WARP	180	1 3/4	5 1/2		
Iron Steam Chain or Steel Wire ...	75	4"	46 1/2			75. 4"		Dominion Iron Rope							

Masts, Yards, &c., are in condition, and sufficient in size and length.

Standing and Running Rigging sufficient in size and in quality.

Sails. Suit of Sails, and the following spare sails

Boats 2 - 24'0" x 7'3" x 3'0" & 1 - 15'0" x 5'6" x 2'0"

Windlass, present state is good Capstan Rudder Pumps

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?
5 Firing Ports on each side.

Cargo Hatchways.—How formed? Framed B.C. Fir. Side coamings are extended fore & aft between hatches. State size No. 1. 13'10" x 16'0"
If of extraordinary size, state how framed and secured? No. 2. 16'10" x 16'0"
What arrangement for shifting beams? Let into Hatch coamings 2 1/2" No. 3. 10'0" x 10'0"
Hatches, themselves, whether strong and efficient? Yes No. 4. 16'10" x 16'0"

Main Hatchways.—State size 16'10" x 16'0"

Order for Special Survey, No. 13	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	1917. Sept. 29. 1918. Jan. 5. 14. Feb. 12. Mar. 12. Apr. 18. May. 16. June. 14.
Date		2nd. When the Beams are put in, &c.	July. 20. Aug. 6. Sept. 14. Oct. 1. 31 Nov. 1. 12. 30 Dec. 9. 10. 16. 1919 Jan. 20.
Order for Ordinary Survey, No.		3rd. When completed and before the plank be painted or payed	Feb. 6. 19. 26 Mar. 3. April 16. 29. May. 5. 6. 16. 20. 26. 27. June. 2. 9. 11. 12. 1919
Date			27. 30 July. 2. 3.
No. 1			
in Builder's Yard.			

General Remarks.

This vessel has been built in accordance with the approved plans. The Secretary's letters and in general conformity to the rules for the class contemplated. The first & second garboards are fastened with 8-bullion leaded bolts in each double frame & the 3rd garboard with four bolts through each double frame. They are edge-bolted to the keel in every frame space with 7/8" galv iron bolts. The ceiling is edge-bolted with 1 1/2" bolts 1 1/2" frame spaces apart & through 2 1/2" strakes. The timbers have been calked with a paraffine & the setting of the vessel carried out in accordance with section 37 of the rules except setting of beams. The wood used is B.C. Fir of good quality and free from sap.

Anchors and cables reduced as a war measure.

This vessel has been dry docked and caulked throughout from keel upwards. The decks have been secured and leaked.

Present condition of Caulking of Bottom Good Deck, Good and Waterways Good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled No. When last done

I am of opinion this Vessel should be Classed A1. 12 years "calked"

The Amount of the Entry Fee ... £ 25.00 Fees applied for, July 2. 1919.

Special ... £ 40.20 Received by me, W. J. Alderson 29/10/19

Certificate ... £ Travelling Expenses, if any, £ 74.05 Exps incl. 80.80 " N Y & 13.05

Committee's Minute

Character assigned 12 A1 subject. Calked. Lloyd's Reg. P + L No. 6. 7. 19

W. J. Alderson & Co. Surveyors to Lloyd's Register of Shipping.

TUE 30 SEP. 1919

Lloyd's Register Foundation