

Nov. 17. 1917

WOOD SHIP.

No. 534 Survey held at Tacoma Wash. Date, First Survey Jan 4th 1914 Last Survey 1st October 1914
on the Auxiliary Tugboat No 5 Masted Yacht H. C. Hansens Master J. P. Hansens

Official Number

Tonnage under Tonnage Deck	143.8
Ditto of Spar Deck	11.61
Ditto of Poop, or Monkey Deck	154.45
Ditto of Houses on deck	54.89
Ditto of Forecastle	160.09
Gross Tonnage	108.40
Net Tonnage, as per Rule	24.03
Engine Room	196.49
Register Tonnage, as a Steamer, cut on the Beam	1308.05

Built at Tacoma Wash When built 1914 Launched May 19th 1914
By whom built Seaborn Shipyard by Owners Porsgrunds Motor & Sail Co
Port belonging to Porsgrund Destined Voyage Peru
If Surveyed while Building, Afloat, or in Dry Dock Building

Length as per Section 39	240	9 1/2	Extreme Breadth Outside	45	0	Depth of Hold	19	4	No. of Decks with Flat laid	One
Length of Keel	224	0	Round of Beam		4	Depth from limber strakes to under side of deck beam	9	9	No. of Tiers of Beams	Two
						Depth, Moulded	21	9		

NTLINGS 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.						
ER AND SPACE	34			34			Garboard Strakes	8	8	Length 240.8 breadth 45.0 depth 19.3						
s	12	23	21	12	23	21	Garboard to Bilge	5	4 3/4 x 5							
oothooks	12	21	18 1/2	12	21	18 1/2	Bilge Planks	6	5	THICKNESS						
itto	12	19 3/4	17	12	19 3/4	17	Bilge to Wales	6	5							
itto	12	18 1/2	16	12	18 1/2	16	Wales	6 3/4	6 3/4	INSIDE PLANK.						
Timbers	12	14 3/4	11	12	14 3/4	11	Topsides	6	6							
18 } No 5 1/2 Average Space } 48" Hatch Ends	16	15	11 1/2	16	15	11 1/2	Sheer Strakes	6	6	In Ship.						
Beams, length amidships	18	16	12 1/2	18	16	12 1/2	Plank Sheers	6	6		In Ship.					
18 } No 1 1/2 Average Space } 96"	16	14	14	16	14	14	Water } Upper Deck	2 @ 12 x 12	2 @ 12 x 12	See plan as built						
Beams, length amidships		39.0			39.0		Ways } Lower Deck	1 @ 12 x 14	1 @ 12 x 14		Deck Beam Clamps ...					
	18	24	24	18	24	24				Deck Beam Ditto						
hs of Ditto		16.0			16.0		Ditto, faying surface against Timbers	12	12		Ceiling 'twist Decks ...					
ions	2 @ 18 x 24	2 @ 20 x 24	4 @ 24 x 24	2 @ 18 x 24	2 @ 20 x 24	4 @ 24 x 24	Upper deck	4 1/2	4 1/2	Hold Beam Shelves						
hs of Ditto		12.0			12.0						Deck Beam Ditto					

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

Copper or Iron in Ship.	Ins.	Ins.	Size required per Rule.	Copper or Iron in Ship.	Ins.	Ins.	Size required per Rule.	Copper or Iron in Ship.	Ins.	Ins.	Size required per Rule.
-Knee, and Deadwood abaft	1 3/8	1 3/8	1 3/8	Transoms and throats of Hooks	1 3/8	1 3/8	1 3/8	Hold Beam	1 3/8	1 3/8	1 3/8
phs of Keel, No.	1 3/8	1 3/8	1 3/8	Arms of Hooks	1 3/8	1 3/8	1 3/8	Bolts in	1 3/8	1 3/8	1 3/8
son Bolts through Keel at	1 1/2	1 1/2	1 1/2	Thro' Bilge and Limber Strakes	1	1	1	Deck Beam	1 3/8	1 3/8	1 3/8
ch Floor	1 1/2	1 1/2	1 1/2	Thickstuff over Double Floors	1	1	1	Bolts in	1 3/8	1 3/8	1 3/8
s through Heels of Timbers	1 1/2	1 1/2	1 1/2	Butt End Bolts	1	1	1	Nails or Bolts in Flat of Deck	1 3/8	1 3/8	1 3/8
ainst Deadwood	1 1/2	1 1/2	1 1/2	Short Bolts in Ceiling	1	1	1	Treenails	1 3/8	1 3/8	1 3/8
ne Bolts	1 1/2	1 1/2	1 1/2	Pintles of the Rudder	1 3/8	1 3/8	1 3/8				

IBERING.—The Space between the Floor Timbers and Lower Foothooks is 10" Inches. The Space between the Top-Timbers is 10" Inches.

Floors consist of Douglas Fir The First Foothooks of Douglas Fir

Second Foothooks of " The Third Foothooks and Top Timbers of "

Main Keelson is Douglas Fir and is free from all defects. The Shifts of the First and Second Foothooks are not less than 5 feet

Rider Keelsons are Douglas Fir N.B.—When less than prescribed by the Rules, state how many.

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

Wood, of Douglas Fir and is ditto. The Frame is 18 1/2 x 24 squared from First Foothook Heads upwards,

Stem, and Stern Post of Douglas Fir " " ditto. and is free from sap, and from thence downwards, the frame is 23 x 24

Deck and Hold Beams of " " " " ditto. The Double Frames are treenailed & bolted together to the Gunwale.

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

Main piece of Rudder of Ironbark Windlass of Cast Iron (Steam) The Butts of the Timbers are fitted close together; their thickness not

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

ANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is Douglas Fir The Frame is butted chocked with Butt at each end of the chock.

n the above named height to the Wales is of Douglas Fir

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

Spirketting and Plank-sheers " " The Water-ways { Upper Deck Douglas Fir

Decks of Douglas Fir State of good quality & edged grained { Lower Deck

Shifts of the Planking are not less than 5 Feet 8 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 4 Strakes between, and without step-butting.

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

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

STENINGS.—To Hold Beams with Douglas Fir lodging knees through bolted & clenched with 1 3/8 x 1 1/4 diam bolts

Beams upper with "Douglas Fir" hanging knees and lodging knees to all mast-beams, hatch end

and carline beams, through bolted and clenched from back of timbers

Number of Breasthooks One Pointers four Crutches two
Butt End Bolts are of Galv Iron 1" Diam in the Bottom one Bolts in each Butt End is through and clenched.
Bilge and Limber Strakes are bolted through and clenched. Treenails of Locust & Hickory How made Saw cut and
Thickstuff over Double Floors are bolted through and clenched. General quality of Workmanship Good machined turned
We certify that the above is a correct description of the several particulars therein given.
Builder's Signature J. P. Hansens Surveyor's Signature John Whitehead
Surveyor to Lloyd's Register of British and Foreign Shipping

W656-0286
W656-0286

EQUIPMENT TONNAGE 16700 Letter of 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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
333	1st Bower	33	1	1	Stockless			31	14	0	0	23	0	0	Baldt	Baldt Anchor	Chester, Pa. 28-11-16
336	2nd "	33	0	24	"			31	14	0	0	23	0	0	"	Company	Bureau Veritas 28-11-16
24284	3rd "	29	1	0	"			28	1	1	0	28	0	0	Britannia's Patent	W. Sykes & Sons Ltd	Bureau Veritas 28-11-16
	Collective weight	95	2	25								94	0	0			Bradley Heath 13-1-17
24290	Stream	9	0	0	2	0	14	11	2	2	0	8	2	0	Ordinary	W. Sykes & Sons Ltd	Bradley Heath 17-1-17
24291	Kedge	4	3	0	1	1	14	7	2	2	0	4	2	0	"	"	"
	2nd Kedge														"	"	"

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	Breaking Test of Steel Wire Towline	Fathoms and Size per Rule
				Supplied	Per Rule									
19117	240	1 1/2	51 1/2	3542.0	3442.2	240 of 1 1/2	Stud Link	W. Sykes & Sons Ltd	Cardiff 18-1-17	TOWLINE	90	3 1/2	26	90 of 3 1/2
									G. H. Penn	HAWSER	2@90	6"		2@90 of 6"
										WARP	2@90	5"		2@90 of 5"
Iron-Chain-Chain Steel Wire	75	3/4	36			75 of 3/4	Galv. Steel	J. & K. Holdings	Shantou 20-1-17					

HAWERS AND WARPS.

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. One Suit of fore and aft Sails, and the following spare sails One jib, Topsail & Mainsail

Boats 2 @ 20 feet Lifeboats & 1 @ 16 feet Dinghy

Windlass, present state is efficient (Steam) Capstan

Rudder efficient Pumps is efficient 2 Hand pumps 3 1/2

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? 6 freeing ports each side 22"x10", 20 openings on each side cut in lower bulwark plank between stanchions 22"x2 1/2"

Cargo Hatchways.—How formed? Framed with Douglas Fir & Coped with Iron State size 22-1 1/4" x 6" x 1 1/4" 20-0" x 14-0" 19-0" x 14-0" If of extraordinary size, state how framed and secured? The coamings are continuous from the beam space abaft after hatch to one beam space before fore hatch

What arrangement for shifting beams? One Centre fore & after 12"x18" Two Side fore & after 8"x14" & Two Quarterbeams 12"x14"

Hatches, themselves, whether strong and efficient? Yes 3 1/2 Solid Main Hatchways.—State size 20-0" x 14-0"

Order for Special Survey, No. 36

Date 3rd Feb 1917

Order for Ordinary Survey, No. 1

Date

No. 13 in Builder's Yard.

DATES of Surveys

held while building,

as per Section 35.

- 1st. When the Frame is completed Feb 16th 1917
 - 2nd. When the Beams are put in, &c. Mar 17th 1917
 - 3rd. When completed and before the plank be painted or payed May 15th 1917
- Jan 4th Feb 9th March 2nd 10th 30th
April 24th May 18th 19th June 1st 8th 25th
July 2nd 16th 20th Aug 7th 22nd Sept 16th Oct 13th
- Total 18 visits

General Remarks.

This vessel has been built in accordance with the approved plans, the Secretary's letters and in general conformity with the rules for the class contemplated. The fastenings of outside planking where of iron is galvanized, the Garboards are fastened with 3 galv button-headed bolts 1" diam & 3-1 1/4" Locust wood treenails in each double frame, and edge bolted with one 1" diam Galv bolt spaced 68" apart into keel. The close thick ceiling above flat of bottom is edge bolted with 1" bolts 48" apart extending through two and a half strakes, in line of diagonal strapping to outside framing. All beams are kneeled to shelf piece and carlings. The timbers have been coated with boiled oil and the salting of the vessel carried out in accordance with Section 34 of the rules, except salting of the beams. Care has also been taken to prevent leakage from Oil Tanks and Engines from coming in contact with the ceiling, timbers or other parts of the vessel. The wood used in the construction of the vessel is of Douglas Fir throughout, is of good quality and free from sap. The fuel tanks have been built in accordance with the plans & tested in accordance with the rules. Certificate of propeller brackets and six approved plans are herewith enclosed.

Note: Please forward certificates to the Owners Norway.

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 + R1 12 years

The Amount of the Entry Fee ... \$ 20.00 :
Special ... \$ 250.00 :
Certificate ... \$:
Travelling Expenses, if any, ... \$ 31.45

Fees applied for, 14th Feb 1917
Received by me, 23rd Feb 1917

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

New York NOV 27 1917

18

Character assigned + 12 A1

Equip to "g" axcp.

+ Lmb 9, 17

Subject

HULL CERTIFICATE WRITTEN 16-1-17



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Lloyd's Register Foundation



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