

New Orleans

No. 1839

Survey held at

Biloxi, Miss.

Date, First Survey

Jan 14

1919

Last Survey

Jan 7

1920

on the Wood Schooner Barge

LUISA

Master

Jens Jensen

19-20

TONNAGE under Tonnage Deck

Ditto of Spar Deck, or Aftening Deck

Ditto of Poop, or Raised Deck

Ditto of Houses on deck

Ditto of Forecastle

Gross Tonnage

Crew Space, as per Rule

Register Tonnage, cut on Beam

Engine Room

Register Tonnage, as a Steamer,

cut on the Beam

387.84

22.37

25.74

23.44

463.84

37.69

464

390

Built at

Biloxi, Miss.

When built

1919

Launched

Oct. 17

By whom built

Biloxi D.P. & S.B. Co.

Owners

Manuel da Silva

Port belonging to

Lisbon, Port.

Destined Voyage

Lisbon

If Surveyed while Building, Afloat, or in Dry Dock

Building

Length as per Section 39	132.0	Extreme Breadth Outside	34.0	Depth of Hold	12 3/4	No. of Decks with Flat laid	one
Length of Keel	120.0	Round of Beam	4	Depth from limber-strakes to under side of lower deck beam	14 0	No. of Tiers of Beams	one
				Depth, Moulded	14 0		

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.	Ins.	Ins.	Length <i>142.3</i> breadth <i>30.5</i> depth <i>12.9</i>
BER AND SPACE	<i>15"</i>			<i>15"</i>			<i>6x12</i>	<i>6x12</i>	
S <i>Solid.</i>	<i>11</i>	<i>14</i>	<i>14</i>	<i>11</i>	<i>14</i>	<i>14</i>	<i>7x12</i>	<i>7x12</i>	
Foothooks	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>4x12</i>	<i>4x12</i>	
Ditto	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>4x12</i>	<i>4x12</i>	
Ditto	<i>11</i>	<i>14</i>	<i>14</i>	<i>11</i>	<i>14</i>	<i>14</i>	<i>4x12</i>	<i>4x12</i>	
Ditto	<i>11</i>	<i>14</i>	<i>11</i>	<i>11</i>	<i>14</i>	<i>11</i>	<i>5x8</i>	<i>5x8</i>	
o Timbers	<i>44</i>	<i>36"</i>		<i>10</i>	<i>12</i>	<i>12</i>	<i>5x8</i>	<i>5x8</i>	
k { No	<i>44</i>	<i>36"</i>		<i>10</i>	<i>12</i>	<i>12</i>	<i>5x8</i>	<i>5x8</i>	
ms { Average Space }	<i>31-4"</i>	<i>31-4"</i>		<i>31-4"</i>			<i>5x8</i>	<i>5x8</i>	
k Beams, length amidships	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>5x8</i>	<i>5x8</i>	
d { No	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>10x10</i>	<i>10x10</i>	
ms { Average Space }	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>10x12</i>	<i>10x12</i>	
d Beams, length amidships	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>10</i>	<i>10</i>	
d	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>	
rphs of Ditto	<i>7-0</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>10</i>	<i>10</i>	
lsons	<i>4</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>13</i>	<i>—</i>	<i>—</i>	
rphs of Ditto	<i>7-0</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>—</i>	

OUTSIDE PLANK.	THICKNESS.		INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule, or as Approved.		In Ship.	Per Rule or as Approved.
Garboard Strakes	<i>6x12</i>	<i>6x12</i>	Limber Strakes	<i>4 1/2 x 12</i>	<i>4 1/2 x 12</i>
Garboard to Bilge	<i>7x12</i>	<i>7x12</i>	Bilge Planks	<i>8x12</i>	<i>8x12</i>
Bilge Planks	<i>4x12</i>	<i>4x12</i>	Ceiling in Flat	<i>4 1/2 x 12</i>	<i>4 1/2 x 12</i>
Bilge to Wales	<i>4x12</i>	<i>4x12</i>	Ditto Bilge to Clamp ..	<i>8x8</i>	<i>8x8</i>
Wales	<i>5x8</i>	<i>5x8</i>	Hold Beam Clamps ..	<i>—</i>	<i>—</i>
Topsides	<i>5x8</i>	<i>5x8</i>	Deck Beam Ditto	<i>11x11</i>	<i>11x11</i>
Sheer Strakes	<i>5x8</i>	<i>5x8</i>	Ceiling 'twist Decks ..	<i>—</i>	<i>—</i>
Plank Sheers	<i>5x8</i>	<i>5x8</i>	Hold Beam Shelves	<i>—</i>	<i>—</i>
Water } Upper Deck...	<i>10x10</i>	<i>10x10</i>	Deck Beam Ditto	<i>11x11</i>	<i>11x11</i>
Ways } Lower Deck...	<i>10x12</i>	<i>10x12</i>			
Ditto, faying surface against Timbers	<i>10</i>	<i>10</i>			
Upper deck	<i>3 1/2 x 3 1/2</i>	<i>3 1/2 x 3 1/2</i>			

EQUIPMENT TONNAGE 400 - 405 K. 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.			
8399	1st Bower	25	0	0	Stockless	24	15	0	0	15	4	0	0	0	Stockless	Baldt Anchor	Chester Pa.
8376	2nd "	24	3	3	14	24	10	2	14	15	1	0	0	0	14	Co. 14.	Jan. 17. Jan. 23-19
8391	3rd "	23	1	6	10	23	6	1	0	12	3	0	0	0	10	14.	J. B. Stevenson
	Collective weight	73	5	9								43	4	0			
8370	Stream	6	3	19	14	9	2	2	0	5	4	0	0	0	14	14.	14.
8268	Kedge	2	0	6	1	4	10	0	0	2	5	0	0	0	Common	Amer. Steel	Chester, May 27.
	2nd Kedge	-	-	-												14.	J. B. Carstairs

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.									
1221.	210	1 1/2	31.	192-1-22	185-1-22	210-1 1/2	Steel	The American Chain Co.	Calculus O. Jan. 22-19	TOWLINE	75	3	X	75-2 3/4
										HAWSER	90	6"		
										WARP	90	5"		90-6"
Stream Chain	60	2 3/4	X		60-2 3/4				F. Stabler					

HAWSERS 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 full suit Suit of fore & aft Sails, and the following spare sails 1 main, 1 trysail, 1 jib.

Boats Two good lifeboats, 18 ft. 14 ft.

Windlass, present state is Good (win) Capstan none Rudder Good Pumps Good (hand.)

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?
Three freeing ports with hinged doors, each side, 12" x 4' 6"

Cargo Hatchways.—How formed? Framed Yellow pine. State size 9' x 9'

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

What arrangement for shifting beams? one fore and after each hatchway 9" deep 8" wide.

Hatches, themselves, whether strong and efficient? Yes. 4" Main Hatchways.—State size 9' x 9'

Order for Special Survey, No. 8. 1919. Jan. 14. Feb. 11. 25. Mar. 18. 25. Apr. 7. 15
 Date Nov. 19th 1918. DATES of Surveys held while building, as per Section 35.
 Order for Ordinary Survey, No. 2. in Builder's Yard. subm. to Submittal
 Date ✓ 1st. When the Frame is completed
 2nd. When the Beams are put in, &c. May 2. 13. 27. June 3. 10. 17. 24.
 3rd. When completed and before the plank be painted or payed Aug. 5. 19. 12. 31. (A. E. W.)
Oct. 3. 14. 28.

General Remarks. The vessel has been built under Special Survey, in accordance with the approved plans, except as noted below, and in general conformity with the Rules for the class contemplated. The lumber is fairly well seasoned, and the workmanship is coarse, although of sound description. The garboards are edge bolted, they are also fastened with clinched bolts through each frame. The framing and ceiling is mostly treated with carbolicum, but the salting is not in accordance with the Rules, the spaces between the frames only being filled with salt. The close ceiling is edge bolted from the ridge to within two feet of clamp. All beams are secured with clinched bolts to shelf-beams notched top and bottom. The masts are 19" at deck, this was allowed to pass, as the masts were used before the drawing was approved. Freeboards not required, form with particulars in case of piston vessel submitted, applies in this case.

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

If Sheathed, Doped, Felted, Coppered, or Yellow Metalled no. When last done ✓

I am of opinion this Vessel should be Classed 10 A7

The Amount of the Entry Fee ... \$10.00
 Special ... \$116.00
 Vessel etc. Certificate ... \$10.00

Travelling Expenses, if any, \$110.80

Fees applied for, Jan. 12 1920
 Received by me, 24/1/20

J. M. Buchanan
 Surveyor to Lloyd's Register of Shipping

Committee's Minute New York JAN 27 1920

Character assigned + 10 A7 Subd.
notes aocp
Exp. k.

INITIAL CERTIFICATE

WRITTEN.

8/3/20



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