

WOOD SHIP.

No. 1625 Survey held at Quebec, P.Q. Date, First Survey Dec 8. 1917 Last Survey Nov-12. 1918
 on the Wood, Le S. "Wax Quebec" Master Thomas Cormac
 Tonnage under Tonnage Deck 1866.89 Built at Quebec, P.Q. When built 1918. Launched June 28. 1918
 Ditto of Spar Deck, or Awning Deck 289.86
 Ditto of Poop, or Raised Qr. Dk. 226.01
 Ditto of Houses on deck 46.28 By whom built Quebec Ship & Rep. Co. Ltd. Owners Imperial Mission Board.
 Ditto of Forecastle 2427.44 Port belonging to Liberie Destined Voyage N.Y.
 s Tonnage 1016.24
 Space, as per Rule 1412.20
 ster Tonnage, cut on Beam 1412.20
 ne Room 1412.20
 ter Tonnage, as a Steamer, 1412.20
 on the Beam 1412.20
 If Surveyed while Building, Afloat, or in Dry Dock Yes.

as per Section 39	Feet. 250	Inches. 11	Extreme Breadth Outside...	Feet. 43	Inches. 7	Depth of Hold	Feet. 23	Inches. 8	No. of Decks with Flat laid	<u>one</u>
of Keel.....	236	0	Round of Beam.....		7 1/2	Depth from limber-strakes to } under side of lower deck beam }	12	0	No. of Tiers of Beams	<u>Two.</u>
						Depth, Moulded.....	26	4		

TLINGS 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.																															
AND SPACE	36			36			10-9-8-7	10-9-8-7	Length <u>251.5'</u> breadth <u>43.4'</u> depth <u>22.5'</u>																																			
double	12	24	18	12	24	18.	6	6																																				
thooks	12	16	14	12	16	14	6	6	THICKNESS. INSIDE PLANK. <table><tr><th rowspan="2"></th><th colspan="2">THICKNESS.</th></tr><tr><th>In Ship.</th><th>Per Rule or as Approved.</th></tr><tr><td></td><td>Ins.</td><td>Ins.</td></tr><tr><td>Limber Strakes</td><td>10</td><td>10</td></tr><tr><td>Bilge Planks</td><td>14</td><td>14</td></tr><tr><td>Ceiling in Flat</td><td>10</td><td>10</td></tr><tr><td>Ditto Bilge to Clamp..</td><td>10</td><td>10</td></tr><tr><td>Hold Beam Clamps ..</td><td>14</td><td>14</td></tr><tr><td>Deck Beam Ditto</td><td>14</td><td>14</td></tr><tr><td>Ceiling 'twixt Decks...</td><td>8</td><td>8</td></tr><tr><td>Hold Beam Shelves.....</td><td>14</td><td>14</td></tr><tr><td>Deck Beam Ditto</td><td>14</td><td>14</td></tr></table>		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
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to	12	11	7	12	11	7	6	6																																				
mbers	12	11	7	12	11	7	6	6																																				
No 81 Average Space	36	14	12	36	14	12	6	6																																				
Beams, length amidships	41-0"			40-6"			6	6																																				
No 12 Average Space	14	14	14	14	14	14	6	6																																				
Beams, length amidships	40-4"			39-2"			14	14																																				
	24	20	20	24	20	20	14	14																																				
s of Ditto	16-0	16-0	16-0	16-0	16-0	16-0	14	14																																				
ns Built up	24-20	20	20	24-20	20	20	14	14																																				
s of Ditto	6-0"			6-0"			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.	Copper or YM in Ship.
Knee, and Deadwood abaft...	1 1/8	1 1/8	Transoms and throats of Hooks..	1 1/4	1 1/4	Hold Beam	Waterway	1 1/8	1 1/8
s of Keel, No. 4	1"	1"	Arms of Hooks	1 1/4	1 1/4	Boles in	Knees	1 1/8	1 1/8
in Bolts through Keel at	1 1/4	1 1/4	Thro' Bilge and Limber Strakes	1 1/4	1 1/4	Boles in	Shelf or Clamp ...	1 1/8	1 1/8
Floor	1 1/8	1 1/8	Thickstuff over Double Floors ...	1 1/8	1 1/8	Deck Beam	Waterway	1 1/8	1 1/8
through Heels of Timbers	1 1/8	1 1/8	Butt End Bolts.....	1 1/8	1 1/8	Boles in	Knees	1 1/8	1 1/8
inst Deadwood	1 1/8	1 1/8	THROUGH: Bolts in Ceiling.....	1 1/8	1 1/8	Boles in	Shelf or Clamp ...	1 1/8	1 1/8
Boles.....			Pintles of the Rudder.....	1 1/4	1 1/4	Nails or Bolts in Flat of Deck		5/8	5/8
						Treenails.....	Inches	1 3/8	

BERING.—The Space between the Floor Timbers and Lower Foothooks is 12 Inches. The Space between the Top-Timbers is 12 Inches.
 Floors consist of B.C. Fir, Oak & Elm The First Foothooks of Yellow Birch & B.C. Fir
 Second Foothooks of Yellow Birch, B.C. Fir & Spruce The Third Foothooks and Top Timbers of B.C. Fir & Spruce
 Main Keelson is Rock Elm and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 feet
 Rider Keelson is Steel Box Girder. N.B.—When less than prescribed by the Rules, state how many.
 Transoms, Knightheads, Hawse Timbers, & Aprons of B.C. Fir & are ditto. The rest of the Shifts of the Frame are 4 feet
 Wood, of B.C. Fir and is ditto. The Frame is 12 x 13 squared from First Foothook Heads upwards,
 Stem, and Stern Post of B.C. Fir are ditto. and is free from sap, and from thence downwards, the frame is 12 x 24.
 Deck and Hold Beams of B.C. Fir The double Frames are through bolted together to the Gunwale.
 Foothooks of Oak & Spruce Knees of Spruce N.B.—If not, state how bolted.
 Main piece of Rudder of Steel Windlass of Cast iron (Steam) The Butts of the Timbers are fitted close together; their thickness not
 Keel of B.C. 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.

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is B.C. Fir - Fairland Oak.
 the above named height to the Wales B.C. Fir.
 Wales and Black-strakes B.C. Fir. The Topsides and Sheer-strakes B.C. Fir.
 Spiketting and Plank-sheers B.C. Fir The Water-ways { Upper Deck B.C. Fir
 Decks B.C. Fir State of Good { Lower Deck B.C. Fir
 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 4 strakes between, and without step-butting.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are Souglas Fir. Shelf Pieces and Clamps Souglas Fir.
 The Ceiling, Lower Hold, and between Decks Souglas Fir.
FASTENINGS.—To Hold Beams 4 - 1 1/4 Bolts in every Beam at each end, is 2 Bolts in Clamp & 2 in
Fitted nuts & Washers Stinger
 Deck Beams Vertical Bolts 1 1/8 Horizontal Bolts 1 1/8, 1 drip bolt through water way beam, clamp & 6 inches into lower
 clamp. (Through bolt from waterway to lower clamp. 2 through bolts from assistant waterway to assistant
 clamp. Through bolt fitted with washer each end and nutted.
 Number of Breasthooks 2 Pointers 4 Crutches 2
 Butt End Bolts are of Galv Iron 1" in the Bottom one Bolt in each Butt End 6 through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treenails of Rock Elm & Oak How made Straight, Machine
 Thickstuff over Double Floors are bolted through and clenched. General quality of Workmanship Good turned

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

Builder's Signature Quebec Shipbuilding & Repair Co. Ltd. Surveyor's Signature S. J. Lester Surveyor to Lloyd's Register of British and Foreign Shipping.
and J. H. Campbell R. Alderson

W734-0010

W734-0011

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.	Cwts.	qrs.	lbs.			
50452	1st Bower	36	0	7	-	-	-	33	2	2	0	33	3	0	Sykes Britannia	R. Sykes & Son	3/6/18
50471	2nd	35	0	18	-	-	-	32	9	1	14	33	3	0	"	"	6/6/18
28826	3rd	30	2	14	-	-	-	29	1	3	14	32	2	0	Britannia C.S. Head	"	Cradley Heath 6/6/18
	Collective weight	101	3	11								101	0	0			
27425	Stream	10	0	0	-	-	-	12	0	0	0	9	1	0	Britannia C.S. Head	"	Cradley Heath 12/6/18
28666	Kedge	4	3	14	1	1	6	7	5	0	0	4	3	0	Ordinary	"	24/5/18
	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.	Fathom Size per
				Supplied.	Per Rule.									
11333	165	1 3/4	77 1/2	262-2-24	370-1-22	240-1 1/2	5th	R. Sykes & Son Ltd	Sunderland 29-6-18	TOWLINE Wire	90	3 1/2	26T	
11332	45	1 3/4	77 1/2	41-1-8		210	5th	L. Haffner		HAWSER	75	4	46T	
12988	75	1 1/2	20 3/4	45-1-7	43-1-9	75 1 1/2	4th	"	Low Walker 30/5/8 A. Grun	WARP	180	2 1/4	9 1/2 T	
											180	1 3/4	5 1/2 T	

Masts, Yards, &c. in good 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 good Pump good

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?

Greening ports on each side.

Cargo Hatchways.—How formed: 3 planks to 24" 2 strokes continuous between state size

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

What arrangement for shifting beams? Let into Hatch Camings 2 1/2"

Hatches, themselves, whether strong and efficient? yes. Main Hatchways.—State size 16'-0" x 16'-0"

Order for Special Survey, No. 15

Date

DATES of Surveys

held while building,

Order for Ordinary Survey, No.

Date

as per Section 35.

1st. When the Frame is completed Dec. 8. 1917. Jan 1918. 8. 25 Feb. 11. Mar 7. 27. Apr 15. May 11. 17.

2nd. When the Beams are put in, &c. 4. 13. 27. 28. July 10. 30. Aug 3. 8. 12. 15. 16. 23. Sept 7. 20. Oct

3rd. When completed and before the plank be painted or payed 11. 25 Nov. 4. 7. 11. 12

No. 2 in Builder's Yard.

General Remarks.

This vessel has been built in accordance with the approved plans the Secretamp letters and in general conformity with the rules for the class contemplated. The first second garboards are fastened with .8 button headed bolts in each double frame & the 3rd garboard with 4 bolts in each double frame. They are edgebolted to the keel in each frame space with 1/8" galvanized bolts. The ceiling is edgebolted with 1 1/2" bolts one and a half frame spaces apart and through 2 1/2 strakes of ceiling. The timbers have been coated with a preservative and the salting of the vessel carried out in accordance with Section 37 of the rules except salting of the beams. The wood used in the construction is principally B. C. Fir of good quality & for from sap yellow birch was partly used in the frame below the water line and some oak & rock elm in the planking.

Anchor & cables reduced as a War Measure.

No Official Number has been granted. It is stated the vessel will be re-registered on her arrival in the United Kingdom.

Drop test Cert (50452) 21-2-14. F.W.P. 3259. 7-5-18.

(50471) 21-0-14 " 3258. 7-5-18.

(28826) 19-1-0 " 3282. 24-5-18.

(27425) 6-0-24 " 3287. 24-5-18.

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 12 A1. "salted" & specially treated ✓

The Amount of the Entry Fee ... £ 25.00

Special ... £ 428.50

Certificate ... £ :

Travelling Expenses, if any, £ 141.25

Fees applied for,

Nov. 15. 1918.

Received by me,

27/3/19

S. Innes Preston H. J. Alderson
Surveyor to Lloyd's Register of British and Foreign Shipping

Committee's Minute

FRI. DEC. 20. 1918

18

Character assigned

12 A1 Subject.

FRI. APR. 16 1920

Salted
Lloyd's Arb. P.

+ Lm. 6. 11/18
Z. D. 2. 2. 2.

FRI. APR. 11 1921

unice M.

Subj: to stream anchor

by supplied or proper weight

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Lloyd's Register
Foundation