

# WOOD SHIP

No. **893** Survey held at **Seattle** Date, First Survey **July 30<sup>th</sup> 1918** Last Survey **Nov 5<sup>th</sup> 1919**  
 on the **Twin-screw Motorship "Balcatta"** Master **E. Bodart**

TONNAGE under Tonnage Deck **2301.43**  
 Ditto of Spar Deck, or Afterside Deck **9.64**  
 Ditto of Poop, or Raised Or. Dk. **585.75**  
 Ditto of Houses on deck **175.84**  
 Ditto of Forecastle **36.48**  
 Gross Tonnage **3109.14**  
 Crew Space, as per Rule **132.58**  
 Master Cabin, 3 Stairs **115.61**  
 Boat House, 2 Stairs, 1918 **379.29**  
 Engine Room  
 Register Tonnage, as a Steamer, **2482.06**  
 cut on the Beam

Built at **Seattle** When built **1919** Launched **Aug 7<sup>th</sup> 1919**  
 By whom built **Patterson Macdonald Shipbuilding Co. Owners J. E. Chilberg 1412 Alaska Bld Seattle Wash.**  
 Port belonging to **Seattle Wash** Destined Voyage **Melbourne.**  
 If Surveyed while Building, Afloat, or in Dry Dock **Yes**

|                          |       |                            |      |  |      |                             |      |
|--------------------------|-------|----------------------------|------|--|------|-----------------------------|------|
| Length as per Section 39 | 270 0 | Extreme Breadth Outside... | 48 4 | Depth of Hold  | 24 7 | No. of Decks with Flat laid | 076. |
| Length of Keel           | 266 9 | Round of Beam              | 9    | Depth from limber-strakes to under side of lower deck beam | 13 3 | No. of Tiers of Beams       | Two. |
|                          |       |                            |      | Depth, Moulded   | 24 3 |                             |      |

| SCANTLINGS 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. |                                       |
|   |          | Middle.  | Ends. |                                    | Middle.  | Ends. |   |  |                           |                                       |
|   |          |          |       |                                    |          |       |   |  |                           |                                       |
| TIMBER AND SPACE .....                    | 36       | ✓        |       | 36                                 |          |       | Garboard Strakes .....                      | 10   | ✓ 10                      | Length 268.8 breadth 48.3 depth 24.45 |
| Floors .....                              | 24       | ✓ 30     | 28-24 | 24                                 | 30       | 28-24 | Garboard to Bilge .....                     | 5  | ✓ 5                       |                                       |
| 1 <sup>st</sup> Foothooks .....           | 24       | ✓ 26     | 28-22 | 24                                 | 26       | 28-22 | Bilge Planks .....                          | 5  | ✓ 5                       |                                       |
| 2 <sup>nd</sup> Ditto .....               | 24       | ✓ 22     | 24-20 | 24                                 | 22       | 24-20 | Bilge to Wales .....                        | 5  | ✓ 5                       |                                       |
| 3 <sup>rd</sup> Ditto .....               | 24       | ✓ 20     | 22-17 | 24                                 | 20       | 22-17 | Wales .....                                 | 6  | ✓ 6                       |                                       |
| Top Timbers .....                         | 24       | ✓ 16     | 17-12 | 24                                 | 16       | 17-12 | Topsides.....                               | 7  | ✓ 7                       |                                       |
| Deck Beams { No 65 Average Space } 4 feet | 16       | ✓ 16     | 14    | 16                                 | 16       | 14    | Sheer Strakes.....                          | 7  | ✓ 7                       |                                       |
| Deck Beams, length amidships .....        | 45       | ✓ 3"     |       | 45                                 | 3"       |       | Plank Sheers .....                          | ✓  | ✓                         |                                       |
| Hold Beams { No 39 Average Space } 4 feet | 16       | ✓ 14     | 14    | 16                                 | 14       | 14    | Water } Upper Deck. { 1-14 x 14 1-14 x 14   |  |                           |                                       |
| Hold Beams, length amidships .....        | 42       | ✓ 8"     |       | 42                                 | 8"       |       | Ways { Lower Deck.. { 14 x 14 14 x 14       |  |                           |                                       |
| Keel.....                                 | 24       | ✓ 24     | 24    | 24                                 | 24       | 24    | Ditto, faying surface against Timbers ..... | 14" at upper deck in long bridge 14" " hold beam |                           |                                       |
| Scarpings of Ditto.....                   | 12       | ✓ feet   |       | 12                                 | feet     |       | Upper deck.....                             | 4  | ✓ 4                       |                                       |
| Keelsons .....                            | 20       | ✓ 20     | 20    | 20                                 | 20       | 20    |   |  |                           |                                       |
| Scarpings of Ditto.....                   | 10       | ✓ feet   |       | 10                                 | feet     |       |   |  |                           |                                       |

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

|                                | Copper or Yellow Metal in Ship. |       |       | Size required per Rule. |                                | Iron in Ship. |       |       | Size required per Rule. |                                | Copper or Yellow Metal in Ship. |       |       | Size required per Rule. |
|--------------------------------|---------------------------------|-------|-------|-------------------------|--------------------------------|---------------|-------|-------|-------------------------|--------------------------------|---------------------------------|-------|-------|-------------------------|
|                                | Ins.                            | Ins.  | Ins.  |                         |                                | Ins.          | Ins.  | Ins.  |                         |                                | Ins.                            | Ins.  | Ins.  |                         |
| Keel-Knee, and Deadwood abaft  | ✓                               | 1 1/2 | 1 1/2 |                         | Transoms and throats of Hooks  | B.S.          | 1 1/2 | 1 1/2 |                         | Hold Beam                      | B.S.                            | 1 1/2 | 1 1/2 |                         |
| of Keel, No.                   | ✓                               | 1 1/2 | 1 1/2 |                         | Arms of Hooks                  | "             | 1 1/2 | 1 1/2 |                         | Boles in                       | "                               | 1 1/2 | 1 1/2 |                         |
| in Bolts through Keel at Floor | ✓                               | 1 1/2 | 1 1/2 |                         | Thro' Bilge and Limber Strakes | "             | 1 1/2 | 1 1/2 |                         | Deck Beam                      | Gald.                           | 1 1/2 | 1 1/2 |                         |
| through Heels of Timbers       | ✓                               | 1 1/2 | 1 1/2 |                         | Thickstuff over Double Floors  | "             | 1 1/2 | 1 1/2 |                         | Boles in                       | "                               | 1 1/2 | 1 1/2 |                         |
| in Deadwood                    | ✓                               | 1 1/2 | 1 1/2 |                         | Butt End Bolts                 | Gald.         | 1     | 1     |                         | Nails or Bolts in Flat of Deck | Gald.                           | 1 1/2 | 1 1/2 |                         |
| Bolts. <i>See Treenails</i>    | ✓                               | 1 1/2 | 1 1/2 |                         | Short Bolts in Ceiling         | B.S.          | 1 1/2 | 1 1/2 |                         | Treenails                      | 1 1/2                           | 1 1/2 | 1 1/2 |                         |
|                                |                                 |       |       |                         | Pintles of the Rudder          | 4 1/2         | 4 1/2 | 4 1/2 |                         |                                |                                 |       |       |                         |

ERING.—The Space between the Floor Timbers and Lower Foothooks is **12** Inches. The Space between the Top-Timbers is **12** Inches.

doors consist of **Douglas Fir** The First Foothooks of **Douglas Fir**

Second Foothooks of **Douglas Fir** The Third Foothooks and Top Timbers of **Douglas Fir**

in Keelson is **of Douglas Fir** and is free from all defects. The Shifts of the First and Second Foothooks are not less than **4' 8"**

Under Keelson is **of 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 **4' 6" or over**

of **Douglas Fir** and is ditto. The Frame is **24" x 24"** squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is **24" x 30"**

in, and Stern Post of **Douglas Fir** ditto. The **double** Frames are **well thro'** bolted together to the Gunwale.

Deck and Hold Beams of **Douglas Fir** N.B.—If not, state how bolted.

of **Douglas Fir** Knees of **Douglas Fir** The Butts of the Timbers are **fitted** close together; their thickness not less than **full depth** of the entire moulding at that place.

in piece of Rudder of **Steel** Windlass of **Efficient** The Frame is **not** choaked, with **square** Butt at each end of the choek.

of **Douglas Fir** LING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is **of Douglas Fir**

above named height to the Wales **of Douglas Fir**

es and Black-strakes **of Douglas Fir** The Topsides and Sheer-strakes **of Douglas Fir**

etting and Plank-sheers **of Douglas Fir** The Water-ways **Upper Deck of Douglas Fir**

of **of Douglas Fir** State of **good** Lower Deck **of Douglas Fir**

of the Planking are not less than **12** Feet **0** Inches. N.B. If less than prescribed by the Rule, state whether general or partial,

partial, in what part of the Ship. The Planking is wrought **three strakes** between, and without step-buttting.

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

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

INGS.—The Hold Beams are clamped between double shelves waterway, through and clenched with **4-1 1/2"** bolts through waterway, beam end and shelves

are clamped between double shelves, waterways, and fastened with **4-1 1/2"** clenched bolts through waterway, beam end and shelves, and two drift bolts into clamps.

Number of Breasthooks **two.** Pointers **two fore and two aft.** Crutches **✓**

Butt End Bolts are of **1" galv iron** in the Bottom **one** Bolt in each Butt End **driven** through and clenched.

Bilge and Limber Strakes **are.** bolted through and clenched. Treenails of **Stickory** How made **straight grain**

Thickstuff over Double Floors **is** bolted through and clenched. General quality of Workmanship **good.** **some machine turned**

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

Builder's Signature **Amundson & Co. S.P.** Surveyor's Signature **W. Hollings & J. C. Hughes**

**Patterson Macdonald Shipbuilding Co.** Surveyor to Lloyd's Register of Shipping.

W734-0211



## EQUIPMENT

NUMERALS

TONNAGE

21682.74

## 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.                 | cwts. | lbs. |                        |                 |   |
| 8846                   | 1st Bower .....   | 45                 | 3    | 21   | Stockless        |      |      | 39                     | 17    | 2    | 0    | 42                    | 0     | 0    | Admiral                | Penn Seaboard   | Chester Pa.                               |
| 8838                   | 2nd " .....       | 45                 | 2    | 9    | do.              |      |      | 39                     | 12    | 3    | 7    | 42                    | 0     | 0    | do.                    | Steel Corp.     | 12-2-19 J. B. Barstow                     |
| 8832                   | 3rd " .....       | 45                 | 1    | 2    | do.              |      |      | 39                     | 8     | 0    | 14   | 35                    | 2     | 0    | do.                    | do.             | 11-2-19 do.                               |
|                        | Collective weight | 136                | 3    | 4    |                  |      |      |                        |       |      |      | 119                   | 2     | 0    |                        |                 |   |
| 1306                   | Stream .....      | 16                 | 3    | 14   | do.              |      |      | 18                     | 2     | 3    | 7    | 13                    | 3     | 0    | National               | Cleveland Steel | Cleveland 11-3-1                          |
| 451                    | Kedge .....       | 6                  | 3    | 4    | do.              |      |      | 9                      | 0     | 0    | 0    | 6                     | 2     | 7    | Baldt                  | Casting Coy.    | 6. J. Clappam                             |
|                        | 2nd Kedge .....   |                    |      |      |                  |      |      |                        |       |      |      |                       |       |      |                        |                 | 10-2-19 J. B. Barstow                     |

## 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. | Fathoms and Size per Rule. |
|------------------------|----------|-------|-----------------------------|------------------------|-----------|----------------------------|--------------|------------------------------------|--|-----------|----------|-------|--------------------------------------|----------------------------|
|                        |          |       |                             | Supplied.              | Per Rule. |                            |              |                                    |  |           |          |       |                                      |                            |
| 861                    | 210      | 1 7/8 | 63-5-0                      | 63-5-0                 |           | 210-1 7/8                  | Steel        | American Ch. Co. Columbus, 12-7-18 | Columbus, 12-7-18                          | TOWLINE   | 100      | 3 1/2 | 37                                   | 100 -                      |
| 57                     | 18       | "     | 88-10-0                     | 403-1-6                |           | "                          | "            | Co. Columbus, 18-3-19              | Frank Stabler                              | HAWSER    | 2-90     | 7"    | 207-90-                              |                            |
| 57A                    | 18       | "     | 27-2-0                      | 27-2-0                 |           | "                          | "            | Co. Seattle, 18-3-19               | C. Hastie                                  | WARP      | 2-90     | 6"    | 2-90-                                |                            |
|                        | 240      | "     | 458-0-4                     | 445-1-0                |           |                            |              |                                    |  |           |          |       |                                      |                            |
| Stream Chain           | 75       | 4"    | 44                          |                        |           | 75 of 4"                   | Steel        | Pittsburg Wire                     | Pittsburgh                                 |           |          |       |                                      |                            |
| Steel Wire             |          |       |                             |                        |           |                            |              | Rope Co                            | J. S. Phelps                               |           |          |       |                                      |                            |

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. nil Suit of nil Sails, and the following spare sails.Boats 2-24ft metallic life boat and one wood dinghyWindlass, present state is efficient Capstan efficient Rudder efficient Pumps one double acting 5" dia x 5 1/2" stroke with 3" bore pipe operated thro manifold to all bilges. also the machy. rephScuppers, &c.—What arrangements are there, beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board Four - 24" x 20" each sideCargo Hatchways.—How formed? with 10x10 & 12x12 timbers on continuous 14x14" deck stringer thus bolted, 22" high. State size Nº1-14'0" x 14'0"; Nº2-21'0" x 14'0"; Nº3-18'6" x 14'0"; Nº4-13'6" x 14'0"If of extraordinary size, state how framed and secured? yes.What arrangement for shifting beams? 2-12'x16" to Nº1 and 4 hatchways, 4-12'x16" to Nº2 & 3 hatchways.Hatches, themselves, whether strong and efficient? yes.Main Hatchways.—State size 21'0" x 14'0"Order for Special Survey, No. 104Date Nov 24<sup>th</sup> 1914

DATES of Surveys

held while building,

Order for Ordinary Survey, No.

Date

No. 8 in Builder's Yard.

1st. When the frame is completed

2nd. When the beams are put in, &amp;c.

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

General Remarks. This vessel has been built in accordance with the app'd plans and Secretary's letters, & in conformity with the rules for the class contemplated.

The keelsons & number are through fastened and clenched at each floor thro' K. The fastenings of the outside plating where of iron are galv'd, the garboards are fast to each floor with 4-1"x24" button headed bolts, galv'd, and edge bolted to keel with 1" bolts in alternate spaces; planking of 10" and under with 2-galv'd spikes & two treenails over 10 inches in width with 2 spikes & 3 treenails into every frame. The bottom ceiling fastened with 4-1"x28" button headed drift bolts, the thick ceiling over bilge & top side ceiling to upper deck with 2-1 1/2" clenched bolts and 2-1 1/2" drift bolts into every frame and edge bolted in alternate frame space with 1 1/4" bolts driven through 2 1/2" strakes of ceiling. The outside of the framing is diagonally strapped in both directions amidships as on app'd plan to within 20 feet of ends of vessel with 1/2"x4" steel straps fastened to the frames with 2-7/8" countersunk bolts at each frame. The top edges being well riveted to a longitudinal strap 1/2"x8", the lower edges of diagonal straps are carried down to about 2 ft beyond the ends of floor beams being riveted together at all intersections. The salting of the vessel has been carried out in accordance with Sec 34 of the rules except the salting of the beams. Air courses are fitted as per rule.

Copy of the approved midship section & profile plans, also 5 forging & casting reports are herewith attached.

This is a sister vessel to the "Benoua" see Rpt Nº 862.

Present condition of Caulking of Bottom good Deck, good and Waterways goodIf Sheathed, Doubled, Felted, Coppered, or Yellow Metalled ✓

When last done.

I am of opinion this vessel should be Classed 12-A.1. "Salted".The Amount of the Entry Fee ... \$ 25.00

Fees applied for,

Nov 10<sup>th</sup> 1914Special ... \$ 514.00

Received by me,

Certificate ... \$

Travelling Expenses, if any, &amp;

New York 15.12Local 20.60

Committee's Minute

New York DEC - 3 1919

Character assigned

W. P. Collings & J. C. Kinghorn  
Surveyors to Lloyd's Register of Shipping

+ 12 A1  
- 12 M C 10.19 Subject

Not a OSCP  
Cpt. h. t  
Oit Eng  
Clt. R. t  
Salted

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Lloyd's Register  
Foundation