

WOOD SHIP.

Faint text at top right.

No. 158 Survey held at Vancouver B.C. Date, First Survey Oct 19th 1917 Last Survey Nov 26th 1918
 on the Single-screw Steamer "Har Casco" Master G. Mann
 Tonnage under Tonnage Act 1731.36 Built at Vancouver B.C. When built 1918 Launched July 4th 1918
 Ditto of Deck 14-91 Western Canada
 Ditto of Poop, or Raised Qr. Bk. 400-91
 Ditto of Houses on deck 123-03
 Ditto of Forecastle 46-93 By whom built Shipyard Ltd. Owners Ministry of Shipping
 Gross Tonnage 2318-61 "managing" J. Hardie & Co.
 Crew Space, as per Rules 99-68 Port belonging to Vancouver B.C. Destined Voyage U Kingdom
 Engine Room 52-20
 Register Tonnage, as a Steamer, 1424-71 If Surveyed while Building, Afloat, and in Dry Dock Yes
 cut on the Beam.

Signal Letters TNRH
Official Number 141118

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.	
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Ins.	Ins.	Length <u>249.4</u> breadth <u>43.3</u> depth <u>22.9</u>
TIMBER AND SPACE	<u>36</u>			<u>36</u>			Garboard Strakes	<u>10</u>	<u>10</u>	
Floors	<u>24</u>	<u>24</u>	<u>20-18</u>	<u>24</u>	<u>24</u>	<u>20-18</u>	Garboard to Bilge	<u>6</u>	<u>6</u>	
1 st Foothooks	<u>24</u>	<u>18</u>	<u>20-16</u>	<u>24</u>	<u>18</u>	<u>20-16</u>	Bilge Planks	<u>6</u>	<u>6</u>	
2 nd Ditto	<u>24</u>	<u>16</u>	<u>18-14</u>	<u>24</u>	<u>16</u>	<u>18-14</u>	Bilge to Wales	<u>6</u>	<u>6</u>	
3 rd Ditto	<u>24</u>	<u>14</u>	<u>16-13</u>	<u>24</u>	<u>14</u>	<u>16-13</u>	Wales	<u>6</u>	<u>6</u>	
Top Timbers	<u>24</u>	<u>13 1/2</u>	<u>14-13</u>	<u>24</u>	<u>13 1/2</u>	<u>14-13</u>	Topsides	<u>6</u>	<u>6</u>	
Deck No <u>82</u> Average Space <u>36"</u>	<u>14</u>	<u>14</u>	<u>10</u>	<u>14</u>	<u>14</u>	<u>10</u>	Sheer Strakes	<u>9</u>	<u>9</u>	
Deck Beams, length amidships	<u>40 feet</u>			<u>40 feet</u>			Guard strake	<u>5</u>	<u>5</u>	
Hold No <u>9</u> Average Space <u>wide spaced</u>	<u>14</u>	<u>14</u>	<u>14</u>	<u>14</u>	<u>14</u>	<u>14</u>	Plank Sheers			
Hold Beams, length amidships	<u>38 feet</u>			<u>38 feet</u>			Water Upper Deck	<u>14x28</u>	<u>14x28</u>	
Keel	<u>24</u>	<u>20</u>	<u>20</u>	<u>24</u>	<u>20</u>	<u>20</u>	Ways Lower Deck	<u>4</u>	<u>4</u>	
Scarp of Ditto	<u>12 feet</u>			<u>12 feet</u>			Ditto, faying surface against Timbers	<u>14</u>	<u>14</u>	
Keelsons	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	Upper deck	<u>4 1/2</u>	<u>4 1/2</u>	
Scarp of Ditto	<u>10 feet</u>			<u>10 feet</u>						

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

Copper or Iron in Ship.	Ins.	Ins.	Ins.	Copper or Iron in Ship.	Ins.	Ins.	Ins.	Copper or Iron in Ship.	Ins.	Ins.	Ins.
Heel-Knee, and Deadwood abaft	<u>Gald.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Transoms and throats of Hooks	<u>B.2</u>	<u>1 1/4</u>	<u>1 1/4</u>	Hold Beam	<u>Waterway</u>	<u>✓</u>	<u>✓</u>
Scarp of Keel, No.	<u>"</u>	<u>1</u>	<u>1</u>	Arms of Hooks	<u>"</u>	<u>1 1/8</u>	<u>1 1/8</u>	Bolts in	Knees	<u>B.2</u>	<u>1 1/8</u>
Keelson Bolts through Keel at each Floor	<u>"</u>	<u>1 1/4</u>	<u>1 1/4</u>	Thro' Bilge and Limber Strakes	<u>"</u>	<u>1 1/8</u>	<u>1 1/8</u>	Shelf or Clamp	<u>Gald.</u>	<u>1 1/2</u>	<u>1 1/2</u>
Bolts through Heels of Timbers against Deadwood	<u>B.2</u>	<u>1</u>	<u>1</u>	Thickstuff over Double Floors	<u>"</u>	<u>1 1/8</u>	<u>1 1/8</u>	Deck Beam	Waterway	<u>"</u>	<u>"</u>
Frame Bolts	<u>1 1/4</u>	<u>1 1/4</u>		Butt End Bolts	<u>Gald.</u>	<u>7/8</u>	<u>7/8</u>	Bolts in	Knees	<u>B.2</u>	<u>1 1/2</u>
				Short Bolts in Ceiling	<u>B.2</u>	<u>1 1/8</u>	<u>1 1/8</u>	Shelf or Clamp	<u>Gald.</u>	<u>1 1/2</u>	<u>1 1/2</u>
				Pintles of the Rudder	<u>as per plan</u>			Nails or Bolts in Flat of Deck	<u>"</u>	<u>7/16</u>	<u>7/16</u>
								Treenails	<u>1 1/4</u>	<u>Inches</u>	<u>Locust</u>

TIMBERING.—The Space between the Floor Timbers and Lower Foothooks is 12 Inches. The Space between the Top-Timbers is 12 Inches.
 The Floors consist of Douglas Fir The First Foothooks of Douglas Fir
 The Second Foothooks of Douglas Fir The Third Foothooks and Top Timbers of Douglas Fir
 The Main Keelson is Douglas Fir and 25 free from all defects. The Shifts of the First and Second Foothooks are not less than 6 feet
 (The Rider Keelson is Steel box girder) N.B.—When less than prescribed by the Rules, state how many.
 The Transoms, Knightheads, Hawse Timbers, & Aprons of Douglas Fir ditto.
 Deadwood, of Douglas Fir and 25 ditto.
 The Stem, and Stern Post of Douglas Fir 25 ditto.
 The Deck and Hold Beams of Douglas Fir
 Breasthooks of Douglas Fir Knees of Douglas Fir
 The Main piece of Rudder of Steel plate Windlass of Steam efficient
 (The Keel of Douglas Fir)

PLANKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is of Douglas Fir
 From the above named height to the Wales of Douglas Fir
 The Wales and Black-strakes of Douglas Fir The Topsides and Sheer-strakes of Douglas Fir
 The Spirketting and Plank-sheers of Douglas Fir The Water-ways Upper Deck of Douglas Fir
 The Decks of Douglas Fir State of good Lower Deck of Douglas Fir
 The Shifts of the Planking are not less than 5 Feet 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 3x4 strakes between, and without step-buttin.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are of Douglas Fir
 The Ceiling, Lower Hold, and between Decks of Douglas Fir Shelf Pieces and Clamps of Douglas Fir
FASTENINGS.—To Hold Beams with 4-1 1/2" gald. screw bolts & nuts, through each beam end & shelves
and also with two 13" lodging knees.

Deck Beams with 3-1 1/4" gald. screw bolts & nuts through waterway, each beam end, & shelves
and also one 1 1/2" gald. drift bolt through waterway & beam end, into shelf & ceiling

Number of Breasthooks 3 Pointers 2 Ford & 2 aft Crutches ✓
 Butt End Bolts are of 7/8" Gald. in the Bottom 1 Bolts in each Butt End ✓ through and clenched.
 Bilge and Limber Strakes are bolted through and clenched. Treenails of Locust How made straight & engine 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 W. McEldrickSurveyor's Signature A. L. Gave Minnow & P. Hollings

Surveyor to Lloyd's Register of Shipping

W745-0143

/W745-0145danov

Letter 7

EQUIPMENT TONNAGE

18558

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.			
29217	1st Bower	34	2	14	Stockless			32	1	3	14	35	2	0	Britannic	P. Sykes & Son	Bradley Heath 13/7/18
29164	2nd "	34	2	14	do.			32	1	3	14	35	2	0	do.	do.	do.
27901	3rd "	31	2	20	do.			29	16	3	14	30	0	0	do.	do.	6/7/18
	Collective weight	100	3	20								101	0	0	do.	do.	29/6/17
29187	Stream	9	3	12	2	2	4	11	17	3	7	9	1	0	Ordinary	do.	31/7/18
29029	Kedge	5	0	6	1	1	12	4	4	2	0	4	3	0	"	"	6/7/18
	2nd Kedge																S. S.

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.
				Supplied.	Per Rule.							
19867 A.	210	1 3/4"	55 1/2	338-0-3	370-1-11/16	240-1 3/4"	Sing Link	P. Sykes & Son	Bradley Heath 26/9/17 S. H. Penn	TOWLINE	100	1 1/2"
12994	75	1 1/2"	30 4/10	45-0-20	43-1-9	75-1 1/2"	do	do.	Low Walker 30/5/18 A. Green	HAWSER	4-100	6"
										WARP		

HAWSERS AND W.

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.

722

Suit of

722

Sails, and the following spare sails

722

Boats

2 - 27 foot life-boats & 1 - 16 foot dinghy

Windlass, present state is Efficient, Steam Capstan

Rudder

Single plate

3" steam suction to pumps & fore peak, also 3" lead pipe to all bilges, in case of a sea coming on board.

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?

Cargo Hatchways.—How formed? With continuous deck stringer 24" x 12" to each side forming sides

If of extraordinary size, state how framed and secured?

What arrangement for shifting beams? 2 shifting beams 18" x 18", at No 1 Hatch, 3 at Nos 3 & 5, 1 at No 4

Hatches, themselves, whether strong and efficient?

Yes

Main Hatchways.—State size

17' 3" x 1

Order for Special Survey, No. 131

Date Feb 26 1918

DATES of Surveys held while building, as per Section 35.

- 1st. When the Frame is completed Dec-19 1917.
- 2nd. When the Beams are put in, &c. Feb 12 1918
- 3rd. When completed and before the plank be painted or payed April 12 1918.

Order for Ordinary Survey, No.

Date

No. 4 in Builder's Yard.

General Remarks.

This vessel has been built in accordance with the approved plans, and conforms in general conformity with the rules for class contemplated. Seven wood bulkheads are fitted, the bulkheads are composed of one center & two side bulkheads, and one steel girder. Case-type, top & bottom plating 3/4", sides 1/2", & angles 6" x 6" x 1/2", secured with 4-1 1/2" galvanized bolts & nuts through the keel, and the side bulkhead with 4-1 1/2" black iron screw bolts & nuts each frame & edge bolted every 3 feet. The close ceiling is fastened with 2-1 1/8" headed drift bolts (B.S.) in each frame & edge bolted every 4' 6". The close ceiling is proof is similarly fastened. The farboards are fastened with 4-3/8" galv bolts, head and two in butts, also edge bolted every 3 ft with 7/8" galv bolts. The bottom plating is fastened with 3 treenails and 2 galv spikes in each frame and the remainder below the main width with 2 treenails and 2 spikes. The whole of the framing, keelsons, & deck also facing surfaces of the ceiling is coated with carbolineum and the salting out in accordance with Sec 34 of the Rules, except salting of the beams, the are supplied in accordance with Sec 1304. Note:—No record of deep tank peak tanks or the seven wood bulkheads as watertight bulkheads should be in the Register book as it has been found impossible to make same watertight. The boundaries. The suction pipes to the deep tank has been extended to the ceiling to the bilges and the filling pipe has been disconnected and the off at the manifold. Copy of the approved midship section and profile is herewith attached.

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

A.1. 12 yrs - "Salted, specially treated"

The Amount of the Entry Fee

Fees applied for,

Special

Dec 12 1918

Certificate

Received by me,

Travelling Expenses, if any

27/3/19

" " " York 4.50

27/3

Committee's Minute TUE 11 FEB. 1919

TUE MAY 14 1919

Character assigned

12 A

Salted & specially treated Lloyd's & C.P. + L.M.B 11.18

Hardwood Lumber, F.D.

WRITTEN CERTIFICATE

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