

WOOD SHIP.

Survey held at Liverpool N.S.

Date, First Survey July 20, 1917

Last Survey May 12, 1919

1919

Wood S.S. "KAR H. ALFAX"

Master J. J. Bowen

under Tonnage Deck 1503.81

Spar Deck, or Awaiting Deck

Poop, or Raised Qr. Dk. 358.68

Houses on deck 134.28

Forecastle 38.27

Tonnage 2335

Tonnage, as per Rule

Tonnage, cut on Beam 937.46

Room 1397.54

Tonnage, as a Steamer, the Beam

Built at Liverpool N.S.

When built 1918

Launched Sept 21, 1918

By whom built Southern Salvage Co. Owners Imperial Maritime Board

Port belonging to

Destined Voyage U.K.

If Surveyed while Building, Afloat, or in Dry Dock Building

Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	No. of Decks with Flat laid
Extreme Breadth Outside...	43	6	Depth of Hold	22	9	1
Keel	250	Round of Beam	9	Depth from limber-strakes to under side of lower deck beam	25	9
				Depth, Moulded	25	9

KINDS 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.				
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Ins.	Ins.	
DOUBLE SPACE	36						Garboard Strakes	10-12		Length 249.3 breadth 43.6 depth 22.9
Double	12	24	18	12			Garboard to Bilge	8-10		
	12	16	14	12			Bilge Planks	6		
	12	14	13	12			Bilge to Wales	6		
	12	13	11	12			Wales	6		
Single	12	11	7.5	12			Topsides	6		
81 Average Space	36	12	14	12	12	in cuts	Sheer Strakes	6		
length amidships	41.2						Plank Sheers	6		
13 Average Space	40	14	14	14			Water } Upper Deck	14		
length amidships	40			40			Ways } Lower Deck			
	24	24	24	24			Ditto, faying surface against Timbers	14		
Ditto	10 ft	10 ft	10 ft	10 ft	20	20 20	Upper deck	4		
	20	20	20	20						
Ditto	10 ft									

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule, or as Approved.
	Ins.	Ins.
Limber Strakes	10	
Bilge Planks	14	
Ceiling in Flat	10	
Ditto Bilge to Clamp	10	
Hold Beam Clamps	14	
Deck Beam Ditto	11	
Ceiling 'twixt Decks	8	
Hold Beam Sheels	14	
Deck Beam Ditto	14	

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

Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.	Copper or Y.M. in Ship.	Iron in Ship.	Size required per Rule.
and Deadwood abaft	1 1/4	1 1/4	Transoms and throats of Hooks	1 1/4	1 1/4	Hold Beam	Waterway	1 1/8
Keel, No.	1	1	Arms of Hooks	1 1/4	1 1/4	Bolts in	Shelf Clamp	1 1/8
through Keel at	1 1/4	1 1/4	Thro' Bilge and Limber Strakes	1 1/4	1 1/4	Deck Beam	Waterway	1 1/8
Heels of Timbers	1 1/8	1 1/8	Thickstuff over Double Floors	1 1/8	1 1/8	Bolts in	Shelf or Clamp	1 1/8
Deadwood	1 1/8	1 1/8	Butt End Bolts	1 1/8	1 1/8	Nails or Bolts	in Flat of Deck	5/8
	1 1/8	1 1/8	Short Bolts in Ceiling	1	1	Treenails	16	Inches
	1 1/8	1 1/8	Pintles of the Rudder	4	4			

NG.—The Space between the Floor Timbers and Lower Foothooks is 17 8 Inches. The Space between the Top-Timbers is 8 Inches.

consist of Black birch & B.C. fir The First Foothooks of Birch, spruce and B.C. fir

Foothooks of Spruce & fir The Third Foothooks and Top Timbers of Spruce & fir

Keelson is B.C. fir and is free from all defects. The Shifts of the First and Second Foothooks are not less than 30 inches

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 ditto. The rest of the Shifts of the Frame are 36 inches

of B.C. fir and is ditto. The Frame is 12 13 squared from First Foothook Heads upwards,

and Stern Post of B.C. fir ditto. and is free from ap. and from thence downwards, the frame is 12

and Hold Beams of " The double frames are through bolted together to the Gunwale.

of Spruce Knees of Spruce N.B.—If not state how bolted.

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

B.C. fir less than 75% of the entire moulding at that place.

The Frame is butt chocked with a 2" Butt at each end of the chock.

OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the plank is Black birch and B.C. fir.

above named height to the Wales B.C. fir and spruce

and Black-strakes B.C. fir The Topsides and Sheer-strakes B.C. fir

ing and Plank-sheers " The Water-ways { Upper Deck B.C. fir and spruce

Spruce State of good Lower Deck

the Planking are not less than 5 Feet Inches. N.B. If less than prescribed by the Rule, state whether general or partial,

final, in what part of the Ship. The Planking is wrought 4 strakes between, and without step-buttling.

INSIDE.—The Limber-strakes and Bilge-strakes are B.C. fir

Lower Hold, and between Decks B.C. fir Shelf Pieces and Clamps B.C. fir

INGS.—To Hold Beams 4x1 1/2 bolts in every beam, 2 through clamps, and 2 through stringers and

inched.

of 1" drift bolts through waterways, beams, & clamps, and 6 inches into lower clamp. One through

waterway to lower clamp, two through bolts from assistant waterway to assistant clamp. Through bolts

and clinched over washers.

Breasthooks 2 Pointers 2 Crutches 2

Bolts are of galv'd iron 1" in the Bottom one Bolts in each Butt End 1 through and clinched.

Lumber Strakes are bolted through and clinched. Treenails of hackmatack 1 3/8 How made straight & hackmatack

er Double Floors are bolted through and clinched. General quality of Workmanship good

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

SOUTHERN SALVAGE CO., LIMITED. Surveyor's Signature J. H. Truitt

Surveyor to Lloyd's Register of Shipping

W 745-0246

ANCHORS

[illegible]

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.	Testing of Steel Wire Towline.		Fathoms and Size per Rule.
				Supplied.	Per Rule.								Test of Steel Wire Towline.	Test of Steel Wire Towline.	
12966	210	13/4	55 5/8 tons	327-3-7		240 x 1 1/2 210 modified rule	Shad link	R. Sykes & Son Ltd.	Cradley Heath 7/5/18. A. Green	TOWLINE					90-35
Donline Iron Steam Chain or Steel Wire ...	90	3 1/2	26 tons			95-4	6 strands 4 1/2 inches	B Greening Works	Toronto 8/1/18 H F Griffiths	HAWSER WARP Stream wire	180 150 75	2 1/4 13/4 4	9 1/2 5 1/2 46 1/2		290-6 290-5

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. ✓ Suit of ✓ Sails, and the following spare sails ✓

Boats 2 x 24' x 7' 3" x 3' 1 dinghy 15' x 5' 6" x 2'

Windlass, present state is good Capstan ✓ Rudder good Pumps 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?
Five freeing ports on each side

Cargo Hatchways.—How formed? *Keel of B.L. fir with side coaming fore & aft* State size *No. 1. 16' x 13' 9"*
If of extraordinary size, state how framed and secured? *between bulkheads 30" above deck* " 3. 16' x 11"
" 4. 16' x 16"

What arrangement for shifting beams? *Three fore and aft over strong back athwartships*

Hatches, themselves, whether strong and efficient? *yes*

Main Hatchways.—State size *16' 9" x 16'*

Order for Special Survey, No.	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	Dec 20 th 1917
Date		2nd. When the Beams are put in, &c.	March 15 th 1918
Order for Ordinary Survey, No.		3rd. When completed and before the plank be painted or paved	August 20 th 1918
Date			

No. _____ in Builder's and

General Remarks. This vessel has been built in accordance with the approved plans, and in general to the Rules for the class contemplated. The first & second garboards are fastened with 8 button headed galvanized bolts in each double frame, and the third garboard with 4 bolts in each single frame. They are edge bolted in every frame space with $7/8$ " galv iron bolts. The ceiling is edge bolted with $1\frac{1}{8}$ " bolts one and one half frame spaces apart, through two one half strakes. 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 the salting of the beam. The wood used in the construction is principally B.C. fir of good quality and free from sap. The anchors and cables are reduced as a war measure. No official number, it being stated the vessel will be registered on arrival at the U.K.

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 *A1 12 years "Landed"*

The Amount of the Entry Fee £	\$ 25.00	Fees applied to
Special £	\$ 417.00	May 23 rd 1914
Certificate £	:	Received by me,

Travelling Expenses, if any, £

Committee's Minute

Character assigned

FRI. AUG. 15. 1919

12 A.

subject

Thurs. 4. 19

subject

J. H. Drake
Survivor to Lloyd's Register of Shipping.

TUE. 24 FEB. 1920

Lloyd's Register
Foundation