

WOOD SHIP.

(FRI JUL 12 1918)

No. **1515** Survey held at **Quebec & Laurent P. 2.** Date, First Survey **Oct. 26. 1916** Last Survey **June 18 1918**
 on the **4 masted Schooner "M. P. CONNOLLY"** Master **C. Swain**

TONNAGE under Tonnage Deck **1213.39**
 Ditto of Spar Deck, or Availing Deck **125.74**
 Ditto of Poop, or Raised Or. Deck **20.01**
 to of House on deck **1368.16**
 to of Forecastle **104.14**
 Gross Tonnage **1263.99**
 Net Space, as per Rule **1263.99**
 Net Tonnage, cut on Beam **1263.99**
 Net Room **1263.99**
 Net Tonnage, as a Steamer, **1263.99**
 Net on the Beam **1263.99**

Built at **St. Laurent, P. 2.** When built **1914-5** Launched **Oct. 28. 1914**

By whom built **Quebec Shipbuilding & Repair Co. Ltd.** Owners **Barter Wood Shipping Co. Ltd.**
220 Board of Trade Bldg. Montreal

Port belonging to **Quebec, P. Q.** Destined Voyage **South Africa.**

If Surveyed while Building, Afloat, or in Dry Dock **Yes.**

as per Section 39	Feet. 207 0	Inches. 0	Extreme Breadth Outside...	Feet. 41 3	Inches. 0	Depth of Hold	Feet. 19 10	Inches. 0	No. of Decks with Flat laid	2
of Keel.....	194 0	0	Round of Beam.....	6	0	Depth from limber-strakes to under side of lower deck beam	9 9	0	No. of Tiers of Beams	2
						Depth, Moulded.....	21 10	0		

PLANKINGS 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.	
AND SPACE	12	30 ✓	13 ✓	12	30	13	Garboard Strakes	8 ✓	8	Length 215.0 breadth 41.67 depth 21.5
Footlocks	12	12 ✓	12	12	12	12	Garboard to Bilge	5 ✓	5	
to	12	12 ✓	10	12	12	10	Bilge Planks	5 ✓	5	
to	11	10 ✓	10	11	10	10	Bilge to Wales	5 ✓	5	
Timbers	9	9 ✓		9	9		Wales	5 ✓	5	
{ No 60 Average Space }	12	12		12	12		Topsides	5 ✓	5	
Beams, length amidships	39' 6"			39' 6"			Sheer Strakes	5 ✓	5	
{ No 55 Average Space }	12	13		12	13		Plank Sheers	6 1/2 ✓	6 1/2	
Beams, length amidships	39' 0"			39' 0"			Water { Upper Deck...	13 ✓	13	
	12	16	16	12	16		Ways { Lower Deck...	9 ✓	9	
as of Ditto.....	14	10 1/4		14	10 1/4		Ditto, faying surface against Timbers	13 ✓	13	
ons Built 14" x 6"	14	42 ✓		14	42		Upper deck	4 ✓	4	
as of Ditto.....										

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule or as Approved.
Limber Strakes	6 ✓	6
Bilge Planks	10 ✓	10
Ceiling in Flat	10 ✓	10
Ditto Bilge to Clamp ..	10 ✓	10
Hold Beam Clamps ...	8 x 12	8 x 12
Deck Beam Ditto	3 x 13	3 x 13
Ceiling 'twist Decks ...	7 ✓	7
Hold Beam Shelves	10 x 11	10 x 11
Deck Beam Ditto	12 x 14	12 x 14

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

	Copper or YM in Ship.		Size required per Rule.		Copper or YM in Ship.		Size required per Rule.		Copper or YM in Ship.		Size required per Rule.
	Ins.	Ins.			Ins.	Ins.			Ins.	Ins.	
Knee, 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
hs of Keel, No.		1 3/8	1 3/8	Arms of Hooks		1 1/4	1 1/4	Bolts in Shelf or Clamp ..		1	1
on Bolts through Keel at Floor		1 1/4	1 1/4	Thro' Bilge and Limber Strakes		1 1/4	1 1/4	Deck Beam Waterway		1	1
through Heels of Timbers		1	1	Thickstuff over Double Floors ...		1	1	Bolts in Shelf or Clamp ..		1	1
inst Deadwood		1	1	Butt End Bolts.....		1	1	Nails or Bolts in Flat of Deck		3/8	3/8
e Bolts.....		1	1	Short Bolts in Ceiling.....		1 1/4	1 1/4	Treenails 1 1/2 inches			
				Pintles of the Rudder.....		3/2 x 5 1/2	3/2 x 5 1/2				

BERING.—The Space between the Floor Timbers and Lower Footlocks is **4** Inches. The Space between the Top-Timbers is **10** Inches.

Floors consist of **Yellow Birch & Black Spruce** The First Footlocks of **Yellow Birch and Black Spruce**

Second Footlocks of **do** The Third Footlocks and Top Timbers of **do**

Main Keelson is **White Oak** and is free from all defects. The Shifts of the First and Second Footlocks are not less than **36 inches**.

Rider Keelson is **White Oak** N.B.—When less than prescribed by the Rules, state how many.

Transoms, Knightheads, Hawse Timbers, & Aprons of **White Oak** ditto. The rest of the Shifts of the Frame are **48 in x 54 in**.

wood, of **White Oak** and is ditto. The Frame is **12 inches** squared from First Footlock Heads upwards,

Stem, and Stern Post of **White Oak** " " ditto. and is free from sap, and from thence downwards, the frame is **12 x 16**

Deck and Hold Beams of **White Oak & B.C. Fir.** " The **double** Frames are **through** bolted together to the Gunwale.

Footlocks of **Oak** Knees of **Black Spruce** N.B.—If not, state how bolted

Main piece of Rudder of **Oak** Windlass of **Cast Iron (Sham)** The Butts of the Timbers are **close** together; their thickness not

Keel of **White Oak** less than **full depth** of the entire moulding at that place.

NKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is **Rock Elm** The Frame is **full** chocked with **a** Butt at each end of the chock.

the above named height to the Wales **Black Spruce or Pitch Pine**

Wales and Black-strakes **Black Spruce or Pitch Pine** The Topsides and Sheer-strakes **Black Spruce and Pitch Pine**

Spirkettling and Plank-sheers **Pitch Pine** The Water-ways { Upper Deck **White Oak**

Decks **Pitch Pine** State of **Good** { Lower Deck **White Oak**

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 **Four** between, and without step-buttling.

NKING INSIDE.—The Limber-strakes and Bilge-strakes are **Rock Elm**

Ceiling, Lower Hold, and between Decks **Long Red Rock Elm T.D. Spruce** Shelf Pieces and Clamps **Oak**

TENINGS.—To Hold Beams **9 x 14 White Oak** waterway above **8 x 12 White Oak** clamps below **1 1/2 bolts through and clenched**

at every beam.

Deck Beams **White Oak** waterway **13 x 13** White Oak Lock strake **12 x 14** above Clamps **13 x 13** White Oak Lock strake **14 x 12** White Oak
 And clamps **12 x 12** White Oak below. Waterway & clamps through bolted & clenched. Upper & lower lockstrakes bolted through and clenched. Lodging
 knees at all main beams and carlines bolted through & clenched. **1 7/8** rods with turnbuckles at each end of latches.

Number of Breasthooks **3** Pointers **2** Crutches **2**

Butt End Bolts are of **1/8" iron** in the Bottom **1/2** Bolts in each Butt End **one** through and clenched.

Bilge and Limber Strakes **are** bolted through and clenched. Treenails of **Rock Elm and locust** How made **Engine turned**

Thickstuff over Double Floors **is** bolted through and clenched. General quality of Workmanship **Good**

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

Quebec Shipbuilding & Repair Co. Ltd. Surveyor's Signature **H. J. Alderson**

Builder's Signature **C. Swain**

Surveyor to Lloyd's Register of Shipping

W836-0156

EQUIPMENT TONNAGE No. 13470										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.		If Patent state name of Patentee.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.					
4231	1st Bower	38	1	16	Stockless			34	14	2	21	37	2	0	Ball & ball steel	Baldwin Anchor Co.	Chester, Pa.		
4234	2nd "	38	1	11	"			"	"	"	"	37	2	0	" " "	"	"		
4243	3rd "	33	3	0	"			31	8	3	0	32	1	0	" " "	"	"		
	Collective weight	110	1	27								1067	5	0					
4480	Stream	12	3	22	"			14	15	0	0	12	3	0	" " "	"	"		
4242	Kedge	6	1	5	"			8	10	0	0	6	0	0	" " "	"	"		
	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.						
				Supplied.	Per Rule.														
142	135	1 3/4	55.2.2.0	241.1.23		270 fms	Standard	J.B. Carr Co.	Long N.Y.	TOWLINE	90	3 1/2	✓						
148	135	1 3/4	55.2.2.0	245.2.18		1 1/2	"	Long N.Y.	Long N.Y.	HAWSER	90	2	✓						
				417.2.13						WARP	90	3	✓						
Iron Stream Chain or Steel Wire ...		75	3 1/2	✓			Standard												

Masts, Yards, &c., are in good condition, and sufficient in size and length.

Standing and Running Rigging is is sufficient in size and good in quality.

Sails. One Suit of Four sails & jib Sails, and the following spare sails. One storm sail.

Boats 1- 22 1/2 x 6 1/2 x 3 1/2 2 in. 1- 16 foot dingy.

Windlass, present state is Efficient (Steam) Capstan Rudder Efficient Pumps Efficient One steam.

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?
Four freeing ports on each side 4' 4 1/2" x 1' 4 1/2"

Cargo Hatchways.—How formed? Framed of Oak 24" above deck State size #1. 12'x14' #2. 12'x14' #3. 12'x14'

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

What arrangement for shifting beams? One centre fore & after 9'x9" oak 2 side fore & after 6'x9 1/2"

Hatches, themselves, whether strong and efficient? Yes 3" spruce Main Hatchways.—State size 12 ft x 14 ft

Order for Special Survey, No. <u>4</u>	DATES of Surveys held while building, as per Section 35.	1st. When the Frame is completed	<u>1916. Oct. 26. Dec. 10. 1917 Feb. 2. 3. Mar. 14.</u>
Date		2nd. When the Beams are put in, &c.	<u>1917 April 23. May. 23. June. 16. July. 20. Aug. 16. 25.</u>
Order for Ordinary Survey, No.		3rd. When completed and before the plank be painted or payed	<u>Oct. 1. 28. Nov. 13. Dec. 10. 1918 Mar. 11. 27. Apr. 15. May 11. Top June 13. 18.</u>
Date			
No. <u>1</u> in Builder's Yard.			

General Remarks. This vessel has been built in accordance with the approved plans, the Secretary's letter and in general in conformity with the rules for this class. The fastenings of the outside planking and through all oak are galvanized. The garboards are fastened with leaded bolts driven through rings in every frame and are edge bolted to the hull. The ceiling bolted with 1 1/2" bolts through two and a half strakes from lower bilge strake up to the deck clamps. All mast beams are fitted with lodging knees as sides of ship & at partners. The carlines are fitted with lodging knees at hatch sides and at clamps. The salting of the timber has been carried out in accordance with Section 37 of the rules. A plan of the midship section is being forwarded with this report.

Dates of correspondence. London. 2.3.17—30.3.17. N.Yk. 13.10.16—29.11.16—27.12.16—23.3.17—24.26.9.17—19.11.17.

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 years "salted"

The Amount of the Entry Fee ... £ 120.00 Fees applied for, June 21 1918

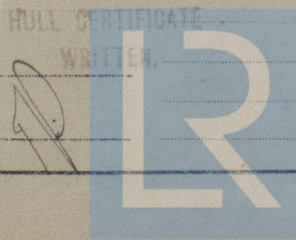
Special ... £ 342.00 Received by me, W. J. Alderson

Certificate ... £ : : Travelling Expenses, if any, £261.05 127/9/18

Committee's Minute WED. 7-AUG. 1918

Character assigned 12 A1. "Salted"

(The Surveyors are requested not to write on or below the space for Committee's Minute.)



FRI. SEP. 6 1918
 Lloyd's Register of Shipping
 Foundation