

31229

W477-0101

WOOD SHIP.

TUE. 27 MAY. 1919

No. 720. Survey held at Port Coquitlam B.C. Date, First Survey 7/5/18 Last Survey 2/3/1919
Master B. Marros

on the Single-screw steamer "Antonios" Built at Port Coquitlam B.C. When built 1919 Launched 7/11/18

By whom built Pacific Construction Co. Owners Nicolas Galanos

Port belonging to Andros Greece Destined Voyage (Port Arenas) Costa Rica

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

Register Tonnage, as a Steamer, 1441.08

Length as per Section 39 250 0 Extreme Breadth Outside 43 10 4 Depth of Hold 22 6

No. of Decks with Flat laid one

No. of Tiers of Beams one and one tier of wide spaced

Dimensions of Ship per Register. Length 249.9 breadth 43.9 depth 22.5

INSIDE PLANK. THICKNESS. In Ship. Per Rule, or as Approved.

Limber Strakes 4 4

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 16 16

Hold Beam Shelves 14 14

Deck Beam Ditto 14 14

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

Transoms and throats of Hooks 3.2 1 1/4 1 1/4

Arms of Hooks 1 1/4 1 1/4

Thro' Bilge and Limber Strakes 1 1/4 1 1/4

Thickstuff over Double Floors 7/8 7/8

Butt End Bolts 1 1/4 1 1/4

Short Bolts in Ceiling 1 1/4 1 1/4

Pintles of the Rudder 1 1/4 1 1/4

The Space between the Floor Timbers and Lower Foothooks is 12 Inches.

The First Foothooks of Douglas Fir

The Third Foothooks and Top Timbers of Douglas Fir

The Shifts of the First and Second Foothooks are not less than 6 feet.

N.B.—When less than prescribed by the Rules, state how many.

The rest of the Shifts of the Frame are 5 feet.

The Frame is 18" to 11" x 12" squared from First Foothook Heads upwards,

and is free from sap, and from thence downwards, the frame is 18" to 24" x 12"

The Double Frames are treenail bolted together to the Gunwale.

N.B.—If not, state how bolted.

The Butts of the Timbers are fitted close together; their thickness not

less than full depth of the entire moulding at that place.

The Frame is not chocked with square Butts at each end of the chock.

The Planking is wrought 3 x 4

The Limber-strakes and Bilge-strakes are of Douglas Fir

Shelf Pieces and Clamps of Douglas Fir

FASTENINGS.—To Hold Beams With 4-1 1/4 Galv'd screw bolts and nuts through each beam end

and shelves and also with two 1 1/2" lodging knees secured with 1 1/2" clenched bolts

Deck Beams With 3-1 1/4 Galv'd screw bolts and nuts through waterway each beam end and

shelves and also One 1 1/4" Galv'd drift bolt through waterway and beam end into shelves

and ceiling

Number of Breasthooks 3

Pointers 2 sets at each end

Crutches 1

Butt End Bolts are of 7/8 Galv'd in the Bottom one Bolt in each Butt End is

Treenails of Hickory

Bilge and Limber Strakes are bolted through and clenched.

General quality of Workmanship Good

Thickstuff over Double Floors are bolted through and clenched.

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

Surveyor's Signature H.A. Barnett

Builder's Signature H. Simpson

THE PACIFIC CONSTRUCTION CO., LTD.

Surveyor to Lloyd's Register of Shipping.

Lloyd's Register of Shipping

Foundation

EQUIPMENT TONNAGE *18413*

ANCHORS.

[illegible]

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.	Breaking Test of Steel Wire Towline.
25639	105	1 ³ / ₄	55-47½	For 240 lbs	8167-3-14 370-1-22	240z17	Stud-link	not stated	Bradley	29-8-18	TOWLINE	90 3 ¹ / ₂ " 45
25638	"	"	"	166-1-14	334-1-0	370-1-22	240z17	" "	" " " " "	" " " " "	HAWSER	28 90 7" 2
67346	210	1 ³ / ₄	27-0-0-0	13-10-0-0	45-12-6	46-1-9	75-1-16	Short link	S.B. Burt	19-11-18	WARP	28 90 6" 2
Iron Steam Crane, 7 and Shanks Cable No. 65294.	75	1 ¹ / ₂	66-10-0-0	47-10-0-0	0-2-14	0-	-	Hingley Sons	Betherton	15-1-18	A Green	

Masts, Yards, &c., are in _____

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

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

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

Boats Two 27 feet lifelboats and one 16 feet dinghy

Windlass, present state is efficient (Steam) Capstan ✓

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? single plate Rudder efficient Pumps 3 steam suction to all lower peaks, also 2' bow pump & tail pipe to a

7 Freeing ports 14" x 24" and two 15" x 10" to each side

Cargo Hatchways.—How formed? With continuous deck stringers 2' x 24" forming sides State size No. 1.—14' x 6" x 16' 4" No. 3.—10' 8" x 16' 4" No. 2.—17' 3" x 16' 4" No. 4.—17' 3" x 16' 4"

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

What arrangement for shifting beams? 2 Shifting beams at No 1. hatch. 3 at Nos. 2 & 4. and 1 at No 3. of No 1.

Hatches, themselves, whether strong and efficient? yes.

Main Hatchways.—State size 17' 3" x 16' 4"

Order for Special Survey, No. 4

Date 24-4-18

Order for Ordinary Survey, No. _____

Date _____

No. 3 in Builder's Yard.

Matchways. — State size 11.3 x 16.4

1st. When the Frame is completed May 7-9-10-13-14-15-17-19-21-22-23-27-31

2nd. When the Beams are put in, &c. June 3-5-6-7-10-11-12-13-14-20-22-26-30

3rd. When completed and before the plank be painted or payed July 19-22-24-25-26-28-30

Aug. 1-2-5-6-7-8-10-13-14-15-19-20-21-23-24

Sept. 3-4-5-6-7-11-13-16-17-18-19-20-23-24

Oct. 2-4-8-11-18-24-29

Nov. 8-15-21-25-30

Dec. 5-7-11-14-21-26

Jan. 17-23-27-31

Feb. 6-14-21-28

March

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

General Remarks.

This vessel has been built in accordance with the approved plan
Secretary's letters and in general conformity with the rules for class contemplated.
Six wood bulkheads are fitted and eight keelsons two 20"x24" four 20"x20" and two
Fastened with four 1 1/4 galvanized screw bolts and nuts in the centre keelsons three
each frame and keel, and the side keelsons with four 1 1/4 black iron drift bolts drawn
through each frame, and clenched, and edge bolted every three feet with 1 1/4 screw bolts.
The close ceiling is fastened with two 1 1/8 clenched bolts and two 1 1/8 drift bolts (B.S.) in
frame and edge bolted every 4' 6" The garboards are fastened with four 7/8
bolts in each frame and two in the butts also edge bolted every three feet with 7/8
bolts. The bottom planking is fastened with three treenails and two galv'd spikes in
frame and the remainder below 11" in width with two treenails and two spikes. The whole
the framing, keelsons and deadwood, also facing surfaces of the ceiling is coated with
creosote and the darning carried out in accordance with section 37 of the rules except
of the beams. The cables are supplied in accordance with circular 1304 as a war emergency
measure. Copies of the approved midship section, deck and profile are herewith attached.

Present condition of Caulking of Bottom Good Deck Good

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

I am of opinion this Vessel should be Classed *A. 1. 12 years. Satted and especially treated*
 The Amount of the Entry Fee £ *\$ 25.00* : Fees applied for, *3*

The Amount of the Entry Fee £ \$25.00 : Fees applied for,
Special £ \$417.91 : March 13th 1919

Certificate...

Travelling Expenses, if any, £ new York \$ 8.00
local \$ 45.50
Sunday fee \$ 1.00

Committee's Minute

Character assigned TUE JUN. 3-1919

12 A1
Lester Lloyd Arb. P. Subj. L.M.C. 3:19