

WOOD SHIP.

No. 926 Survey held at Aberdeen Wash. Date, First Survey July 22-1919. Last Survey Jan 28-1920
 on the Smasted Barkentine Forest Friend Master D. Murchison

TONNAGE under Tonnage Deck 1397.37
 Ditto of Spar Deck, or Awaiting Deck 19.70
 Ditto of Poop, 106.66
 Ditto of Houses on deck 11.14
 Ditto of Forecastle 5.83
 Gross Tonnage 1614.89
 Crew Space, as per Rule 119.49
 Register Tonnage 1495.40
 Engine Room 4.98
 Register Tonnage, as a Steamer, 1436.02
 cut on the Beam.....

Built at Aberdeen Wash. When built 1920 Launched Nov. 28-1919
 By whom built Gray's Harbor
Motorship Corp. Owners Gray's Harbor Motorship Corp.
 Ports belonging to Aberdeen Wash. Destined Voyage Sydney
 and Yes
 If Surveyed while Building, Afloat, or in Dry Dock

Length as per Section 39	Feet. <u>243</u> Inches. <u>6</u>	Extreme Breadth Outside...	Feet. <u>44</u> Inches. <u>0</u>	Depth of Hold.....	Feet. <u>19</u> Inches. <u>3</u>	No. of Decks with Flat laid <u>one</u>
Length of Keel.....	Feet. <u>229</u> Inches. <u>6</u>	Round of Beam.....	Feet. <u>7</u> Inches. <u>7</u>	Depth from limber-strakes to under side of lower deck beam	Feet. <u>8</u> Inches. <u>10</u>	No. of Tiers of Beams <u>two</u>
				Depth, Moulded.....	Feet. <u>21</u> Inches. <u>6</u>	

SCANTLINGS OF TIMBER.

IN SHIP.

REQUIRED PER RULE, OR AS APPROVED.

OUTSIDE PLANK.

THICKNESS.

Dimensions of Ship per Register.

Length 243.3 breadth 44.0 depth 19.2

INSIDE PLANK.

THICKNESS.

In Ship. Per Rule or as Approved.

In Ship. Per Rule or as Approved.

	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			THICKNESS.		
	SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.	
	Ins.	Middle.	Ends.	Ins.	Middle.	Ends.	Ins.	Ins.	
TIMBER AND SPACE	<u>36</u>			<u>36</u>			<u>11-9</u>	<u>11-9</u>	
Floors	<u>24</u>	<u>26</u>	<u>30-18</u>	<u>24</u>	<u>26</u>	<u>30-18</u>	<u>5</u>	<u>5</u>	
1st Foothooks	<u>24</u>	<u>18</u>	<u>20-17</u>	<u>24</u>	<u>18</u>	<u>20-17</u>	<u>6</u>	<u>6</u>	
2nd Ditto	<u>24</u>	<u>17</u>	<u>18-16</u>	<u>24</u>	<u>17</u>	<u>18-16</u>	<u>6</u>	<u>6</u>	
3rd Ditto	<u>24</u>	<u>16</u>	<u>17-14</u>	<u>24</u>	<u>16</u>	<u>17-14</u>	<u>6</u>	<u>6</u>	
Top Timbers	<u>24</u>	<u>14</u>	<u>16-11</u>	<u>24</u>	<u>14</u>	<u>16-11</u>	<u>6</u>	<u>6</u>	
Deck	<u>12</u>	<u>14</u>	<u>10</u>	<u>12</u>	<u>14</u>	<u>10</u>	<u>6</u>	<u>6</u>	
ms, length amidships	<u>40' 8"</u>			<u>40' 8"</u>					
to 19 Average Space	<u>9 ft.</u>	<u>12</u>	<u>14</u>	<u>12</u>	<u>14</u>	<u>14</u>			
as, length amidships	<u>39' 0"</u>			<u>39' 0"</u>					
	<u>18</u>	<u>30</u>	<u>20</u>	<u>18</u>	<u>30</u>	<u>20</u>			
Ditto	<u>14</u>	<u>30</u>	<u>20</u>	<u>14</u>	<u>30</u>	<u>20</u>			
Ditto	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>	<u>20</u>			
Ditto	<u>12</u>	<u>20</u>	<u>20</u>	<u>12</u>	<u>20</u>	<u>20</u>			

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

	Copper or Iron in Ship.				Copper or Iron in Ship.				Copper or Iron in Ship.		
	Ins.	Ins.	Size required per Rule.		Ins.	Ins.	Size required per Rule.		Ins.	Ins.	Size required per Rule.
Deadwood abaft	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Transoms and throats of Hooks	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Hold Beam	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>
Keel, No. <u>3</u>	<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Arms of Hooks	<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Bolts in	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>
through Keel at	<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Thro' Bilge and Limber Strakes	<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Shelf or Clamp	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>
Heels of Timbers	<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Thickstuff over Double Floors	<u>"</u>	<u>1</u>	<u>1</u>	Waterway	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>
Wood	<u>"</u>	<u>7/8</u>	<u>7/8</u>	Butt End Bolts	<u>B.S.</u>	<u>7/8</u>	<u>7/8</u>	Knees	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>
	<u>"</u>	<u>7/8</u>	<u>7/8</u>	Short Bolts in Ceiling	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Shelf or Clamp	<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>
	<u>"</u>	<u>7/8</u>	<u>7/8</u>	Pintles of the Rudder	<u>"</u>	<u>4</u>	<u>4</u>	Nails or Bolts in Flat of Deck	<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>
	<u>"</u>	<u>7/8</u>	<u>7/8</u>		<u>"</u>	<u>4</u>	<u>4</u>	Treenails	<u>Locust</u>	<u>1 1/2</u>	<u>1 1/2</u>

The Space between the Floor Timbers and Lower Foothooks is 12 Inches. The Space between the Top-Timbers is 12 Inches.The First Foothooks of Douglas FirThe Third Foothooks and Top Timbers of Douglas FirThe Shifts of the First and Second Foothooks are not less than 5 feet

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

The rest of the Shifts of the Frame are 5 feet or overThe Frame is 24" x 20" x 11" squared from First Foothook Heads upwards,and 2 1/2 free from sap, and from thence downwards, the frame is 24" x 26" x 20"The double Frames are treenailed and bolted together to the Gunwale.

N.B.—If not, state how bolted.

The Butts of the Timbers are fitted close together; their thickness notless than full size of the entire moulding at that place.The Frame is not chocked, with square Butt at each end of the chock.OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is of Douglas FirThe Topsides and Sheer-strakes of Douglas FirThe Water-ways { Upper Deck of Douglas Fir{ Lower Deck of Douglas FirThe Planking are not less than 6 Feet 0 Inches. N.B. If less than prescribed by the Rule, state whether general or partial,The Planking is wrought three strakes between, and without step-butting.The Limber-strakes and Bilge-strakes are of Douglas FirThe Ceiling, Lower Hold, and between Decks of Douglas FirFASTENINGS.—To Hold Beams with 2-10" lagging knees, well fastened with 1 1/2" clenchedand drift bolts through beam ends, ceiling, & frames. & also 4 clenched 1 1/2" bolts throughbeam ends & shelves as per plan.Deck Beams with 10"-12" hanging knees well fastened with 1 1/2" clenched boltsthrough beam ends, ceiling & frames, & 6-1 1/2" drift bolts through water-ways & beam ends into knees as per plan.Number of Breasthooks 5 Pointers 3 Crutches 2Butt End Bolts are of 7/8" B.S. in the Bottom 2 Bolts in each Butt End 1 of which 2 1/2 through and clenched.Bilge and Limber Strakes are bolted through and clenched. Treenails of Locust How made straight grainThickstuff over Double Floors 2 1/2 bolted through and clenched. General quality of Workmanship good

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

Surveyor's Signature J. C. KinghornBuilder's Signature M. R. Ward

Surveyor to Lloyd's Register of Shipping.

Numeral 16742. 83
EQUIPMENT TONNAGE Table 30 Letter E.

ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			TEST, PER CERTIFICATE.				WEIGHT, REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested, and Superintendent.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
9046	1st Bower	47	1	12	Stockless	40	14	21	42	2	0	Allison	Allison & Co.	Philadelphia 10/19/19 J.M. Den
9003	2nd "	41	2	8	do.	36	17	3	42	2	0	"	"	3/9/19 J.M. Den
8954	3rd "	36	2	24	do.	33	11	3	36	1	0	"	"	14/19 "
	Collective weight	125	2	16					121	1	0			
8961	Stream	13	2	9	do.	15	5	3	13	1	21	"	"	13/19 "
9014	Kedge	7	0	1	do.	9	5	0	6	3	14	"	"	3/19 H. Bu
	2nd Kedge.....													

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.
				Supplied.	Per Rule.								
1934	270	1 1/2	63-5-0	510-3-18	478-1-18	270-1 1/2	Stud link	American Chain Co.	Columbus O. 16-8-19 C.R.G. Road.	TOWLINE steel wire	90	3 1/2	28.6
										HAWSER Manila	90	10"	✓
										WARP "	180	6"	✓
Stream Chain	75	3 1/2	31.9			75-3 1/2	Steel wire	Rockling & Sons	Seattle 5-1-20 E. Hastie				

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. one complete Suit of all specified Sails, and the following spare sails upper topsail, 1 lower
 Boats 1 Metallic Life 24'0" x 6'6" x 2'9" 1 Hood dinghy 16'6" 1 main sail, 1 spank
 Windlass, present state is Efficient (steam) Capstan hand, efficient Rudder Efficient Pumps 1 steam 6" x 5 1/2" x 6" 40"
 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?
4 freeing ports on each side 48" x 15" No. 1 - 25'0" x 16'0" No. 3 - 14'0"
Coamings are built on continuous No. 2 - 22'0" x 16'0" Booby 4'10"
deck stringer 14" x 18" with 13 1/2" x 13 1/2" on top. State size No. 2 - 22'0" x 16'0"

Cargo Hatchways. — How formed? deck stringer 14" x 18" with 13 1/2" x 13 1/2" on top.
 If of extraordinary size, state how framed and secured? ✓
 What arrangement for shifting beams? 4 each to No. 1 & 2 hatches, 2 to No. 3 hatch. All of 12" x 15"
 Hatches, themselves, whether strong and efficient? Yes. Main Hatchways. — State size 22'0" x 16'

Order for Special Survey, No. 201
 Date Aug 12th 1919
 Order for Ordinary Survey, No. 201
 Date Aug 12th 1919
 No. 29 in Builder's Yard.
 DATES of Surveys held while building, as per Section 35.
 1st. When the Frame is completed 1919. July. 26. Aug 14. 26. Sep 11. 19. 26.
 2nd. When the Beams are put in, &c. Oct. 3. 16. 23. 30. Nov. 6. 19. 29. Dec 9.
 3rd. When completed and before the plank be painted or payed 1920. Jan 10. 23. 28.

General Remarks. This vessel has been built in accordance with the approved plans
secretary's letters & in general conformity with the rules for class contemplated.
sons are of 20" x 20", 3 in number with a main rider of 20" x 24". The centre keelson is
by 4-1 1/2" bolts driven through keel & clenched. Sister keelsons by 4-1 1/2" bolts driven 2"
floor & clenched. An arch keelson of 18" is built up to height of hold beams amid
tapering to ends & well bolted together. Bilge irons are fitted to every 3rd frame.
composed of 1/2" steel plate riveted to angles of 6" x 6" x 1/2" worked to shape of bilge & 10
bolted to frame & ceiling by 1" bolts, all as shown on plan. There are 30 of these to a
The ceiling is fastened by 1 1/2" bolts, 4 to each frame, two being headed & driven from inside, & 2
driven from outside & clenched over ring inside. 8 strakes of 8" ceiling on flat are secur
1" button head drifts to each floor. All ceiling is edge-bolted by 1 1/2" drifts at alternate spaces,
in depth. The fastening of the outside planking where of iron is galvanized. The garboards are secur
1 1/2" button head bolts, 4 to each floor, & are also edge bolted to keel & each other by 1 1/2" drift & bolt
alternate spaces. Remainder of planking secured by from 3 spikes & 3 greenails to spikes & 3
according to width of plank. Garbolinum has been freely used as a preservative, all
receiving one or more coats before being covered in. The salting of the vessel has b
carried out in accordance with Section 37 of the Rules, except salting of the beams,
air courses are fitted fore & aft as per rule. This is a Dealer vessel to Forest. Pude

Copies of the approved profile, midship section, fastening, & sail plans 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 H 12 A1 "salted & specially treated"
 The Amount of the Entry Fee ... \$ 20.00 Fees applied for, July 5th 1920
 Special ... \$ 3.27.00 Received by me, J. C. Hughes
 Certificate ... \$ 108.00 1920
 Travelling Expenses, if any, & Local

Committee's Minute New York FEB 17 1920
 Character assigned + 12 A1 Subject
 note: Arch + DB 20-125 H
Edg. 6 ft
Salted

WELL CERTIFICATE
 WRITTEN
 22.3.20