

PLATING.							RIVETING.											
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.							
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		
	Breadth	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick- ness.	Breadth.	For wha Length.	
	Inches.	16ths or 20ths	16ths or 20ths	16ths or 20ths	Inches.	16ths or 20ths			Inches.	Inches.		Inches.	Inches.	Inches.	Inches.	Feet.		
KEEL (<i>Riveting</i>)																		
GARBOARD OR A Strake ...	37	12	11	10			D	5 1/4	7/8	3 1/2	Q. 25	1	4	25	17	9	full	
B "	48	11	9	9			"	"	"	"	T	7/8	3					
C "	48	12	9	9			"	"	"	"	"	"	"					
D "	50	11	9	10			"	"	"	"	"	"	"					
E "	50	12	9	10			"	"	"	"	"	"	"					
F "	48	11	9	9			"	"	"	"	"	"	"					
G "	48	11	9	9			"	"	"	"	"	"	"					
H "	48	11	9.5	9			"	"	"	"	"	"	"					
J "	48	11	9	8.5			"	"	"	"	"	"	"					
K "	50	11	9	9			"	"	"	"	"	"	"					
L "	50	11	9	9			"	"	"	"	"	"	"					
M "	50	11	10	9			"	"	"	"	"	"	"					
N "	50	11	9.5	9.9			"	"	"	"	"	"	"					
POOP OR R. Q. DE. SIDES ...	40	7					5	6 3/4	1	4	Q. 25	3/4	2 1/2			12	3/4	
BRIDGE SIDES	7						"	"	"	"	"	"	"					
FORECASTLE SIDES	7						"	"	"	"	"	"	"					
LENGTHS OF PLATING	average 15 feet																	

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, outside Plating, &c. ? *Open hearth*
Beams Jarrow steel
Heavy beams Lanarkshire Steel
Frames Glasgow iron steel.

Main Stringer Plate { Butts, ~~treble~~ riveted for *QUAD* for *3/4* length amidship.
 Straps, single, double or overlapped for *full* length amidship
 Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted?
 Centre Girder Butts, *riveted* riveted. Keelsons Butts, *T.R.* riveted.
 Frames, riveted through Plates with *7/8* in. Rivets, about *6 1/4* apart.
 Rivets, state whether of Iron or Steel.

FRAMES extend in one length from *Centre* to *main deck*
 REVERSED FRAMES on floors and frames extend from *middle line* to *main deck* and to *alternately*.

MASTS AND SPARS.										RIGGING.											
MASTS, &c.	MATERIAL.	Total Length.	DIAMETER AND THICKNESS AT—				No. of Plates in Round.	ANGLES.		RIVETING.		MATERIAL.	SHROUDS.		STAYS.						
			Partners.	Heel.	Hounds.	Head.		Num-ber.	Size.	Seams.	Butts.		No.	Size.	No.	Size.					
																	Ins.	Ins.	Ins.	Ins.	No.
115 abn deck → LOWER MASTS	Steel 1/2	142	36.	31	29	19	3	6		D	T	S. Mi	6	5.25	2	5.25					
	do	144	36	31	29.	19	3	6		D	T	"	"	"	"	"					
	do	144	26	31	29	19	3	6		D	T	"	"	"	"	"					
	Mizen	do 3/16	28	25	24	12	3	6		D	T	"	5	3.75	2	3.25					
	Jigger	do 3/16								D	T	Chain	4	3/4							
BOWSPRIT	do 3/16	64		31		18	3	diagonal.		D	T				2	5.25					
	do	56		19		12	2			S	T				"	"					
	do	56		19		12	2			S	T				"	"					
TOPMASTS	do	56		19		12	2			S	T				"	"					
	Mizen														2	2.5					
	Jigger	Wood 6																			
YARDS.	Fore	Steel 90	At Centre	24	At Ends	12.5	2			S	T	QUALITY. All new steps from Hove Haggai with Certificate to L.R. reg. in em. ent's									
LOWER YARDS.	Main	" "	"	"	"	"	"			"	"										
	Crossjack	" "	"	"	"	"	"			"	"										
	Jigger	" "	"	"	"	"	"			"	"										
TOPSAIL YARDS.	FORE	Lower	" 86	"	"	"	2					SAILS. 3/4 new Suit of in all 2 complete Sails, and the following Spare Sails. 1 set top Sails									
		Upper	" 80	"	"	"	2														
	MAIN	Lower	" 86	"	"	"	2														
		Upper	" 80	"	"	"	2														
	MIZEN	Lower	" 86	"	"	"	2														
		Upper	" 80	"	"	"	2														
	JIGGER	Lower	Wood 58	" 15	"	12	2														
		Upper	Wood 46	" 12	"	9															
Remainder of Spars. All lower T.G. yards 71 feet. 1 1/2 dia. 9 in 1/2 in. Upper T.G. 60 feet 1 1/8 dia 9 in. Ropes. 46 feet 1 1/4 x 7 in. Steel.																					

EQUIPMENT No. 37951				LETTER Z				ANCHORS.				TONNAGE FOR TRAWLERS				U.Dk.	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. PER RULE			Description of Anchor.		Makers.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	If Patent state Name of Patentee.	Where and when tested and Superintendent.	
1	1st Bower ..	48			48			46.1.26.						Ordinary.		T. R. Jones & Co	Marine no clear
1	2nd " ..	48			48			7.0.8						"		"	"
1	3rd " ..	48			48			7.0.8						"		"	"
	Collective weight	137			137												
1	Stream	17			17			15.3.21						"		"	"
1	Kedge	8.5			8.5			4.1.4						"		"	"
	2nd Kedge ..																

CHAIN CABLES.										HAWSERS AND WARPS					
Number of Certificate.	Fathoms.	Size.	Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.	
				Supplied.	Per Rule.										
	270	2 1/2					Thin link		Hutchinson & Co.						
Iron Stream Chain or Steel Wire ..	320 fath. 1 1/2														

Boats 2 Steel life boats in davits. 340 cu feet. One wood motor life boat 200 cu feet 2 wood work boats 20' and 16'
 Pumps, Number One double barrel hand pump. Diameter of Barrel and Tail Pipe 7 1/8. 3 3/8 F.P. pump 2 1/2 inch
 Windlass is Under forecastle. Double fly. hand or by steam. Capstan on forecastle. hand or steam.
 Number of Scuppers, and number and dimensions of Freeing Ports F.Well. Two 3x1.5 one 3x2.2. A. Well One 2.2x1.4 Two 3x1.5 Two 3x2.1
 Ceiling in Holds, thickness and material 2 1/2 wood. Ceiling 'tween Deck, thickness and material 2 1/2 wood
 Cargo Hatchways.—How formed? Steel corrugated. Hatches, if strong and efficient? Yes
 State size No. 1 Hatch (Forward) 8.75x8.4 No. 2 Hatch 2.5x1.4 No. 3 Hatch 2.5x1.4 No. 4 1.8x1.0.25
 Number of Web Plates, Shifting Beams, and Fore and Afters to each Hatch No. of Breasthooks 3 No. of Crutches 4
 Bulwarks, height above deck and description 4.75 feet Steel & Stanchions Main Rail, material and size 6 1/2 x 3 x 1/2 L Topgallant Rail Two 3" half round
 The above is a correct description.
 Builder's Signature (here only.) Surveyor's Signature
 Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case).

Workmanship. Are the butts of plating planed or otherwise fitted? *Close fitted.*
Is the riveted work properly closed? *Yes.*
Are the liners between the frames and plates solid single pieces? *Yes*
Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *Yes*
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *Yes*
Do any rivets break into or through the seams or butts of the plating? *No.*
Are the butts of Plating, Stringers, &c., properly shifted and strapped or lapped? *Yes.*

General Remarks (State quality of workmanship, &c.) *This vessel was built in 1904 by M. Hamilton & Co. P. Glasgow as "Kunt", and classed by Germanischer Lloyd. She was interned during the war at Astoria Oregon from Sep 11. 1914 to Apr. 6. 1917, on which date she was taken over by the U.S. Government, renamed Washburn and classed by American Bureau. The vessel was laid up in fresh water in Lake Union, Seattle, in 1928, but moved to Salt Lake in 1932, owing to the construction of a bridge at Lake Union. She was purchased by Gustaf. Erikson Marichaus - Finland in May, 1935.*

The Washburn was examined on dry dock at Esquimaux, and the shell plating and riveting found in good condition. The plating was drilled (drilling sheet attached). The masts were lifted, and all fittings & fixtures examined and found good. (Drawing of Rudder attached)

Two small doubling plates now fitted over local outside corrosion, one in Stbd Sta side, extending from aft, and one in way of F.P. port side between frames. Sea cock & fastenings examined. Measurements of vessel were taken on dry dock for dimensions and shears.

Anchor & Cable ranges. 3 bows, 1 stream, 1 kedge also 270 fath of steel link cable 2 1/2 dia. The calculated height of each bow anchor in stock is 146.1 - 26, and of the stream anchor 15.3.21.

The cable markings are very indistinct, also the markings on the anchors, but the anchors were made by T.R. Jones & Co. The cable was tested at Reberton. There are no certificates on board. (See attached list for markings).

320 fath of steel link cable 1 1/2 dia on board. The marks discernible. For peak. Examined internally, including hatchways and found in good condition. Cement found adhering firmly to surface of plating.

Frames, floors stringers &c examined and found good. For peak tested and found tight.

The Surveyor should state the Number of Report and Name of any Sister Vessel.

ARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *20* ft., R.Q.D. or Break *ft.*, Bridge Dk. *62* ft., F'castle *32* ft. (in feet and tenths). No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) *Two decks steel—upper deck sheathed.*

Official No. *215127*; Signal Letters *LHFS*

How are the surfaces preserved from oxidation? Inside *Well coated. Cement found in way of floor* Outside *Coated.*

Order for Special Survey No.	Date	Order for Ordinary Survey No.	Date	in builder's yard.	DATES of Surveys held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	2nd. On the plating during the process of riveting	3rd. When the beams were in and fastened, and before the decks were laid	4th. When the ship was complete, and before the plating was finally coated or cemented	5th. After the ship was launched and equipped	Total No. of Visits
	<i>May 6. 1935</i>		<i>191</i>								<i>9</i>

The amount of Entry Fee £ *35.00*
Special Survey Fee £ *25.00*
Travelling Expenses, if any £ *35*
photostats *13.74*

Fees applied for, *Aug 1 1935*

Received by me, *27.11.18*

Certificate to be sent to *Vancouver.* *29/8/35.*

I am of opinion this Vessel should be Classed *100 A.*
With, or without Freeboard, as condition of Class *without.*

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUE. 27 AUG 1935

100 A -
S. I. 2d. No. 3- 7.35

DBS 7.35 - 100 A.

Date of build 1904

(NOR 23 in black)

Write Tgr. referees + fil "1"

my



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Ceiling in holds lifted for examination of floors. Keelsons etc. Cement Examination found good. The steel work found to be in good condition & well preserved, with very little loss in thickness, and well coated. Examination frames, stringers, inside of shell plating, decks beams, and all steel work throughout vessel and found same well coated, with practically no reduction in thickness. Examination decks (wood & steel) pillars. Lower-latches, crumple and fastenings. Midships - (new lock fitted as required) Steering gear (new wire leads fitted) Ventilators and crumple - Chain locker. Bulwarks - freeing ports. Scuppers & rails. 3 new freeing ports fitted on each side. Two ports in lower deck and two ports in space above F.P. now permanently closed by riveted spigot plates. Soil pipes Examination - (from stern hatch above main deck). Cargo doors in lower deck. Opened. Examination and re-jointed Accommodations amidships and under ports Examination. Lining removed for examination of steel work and in tray of ports. Hand pumps in hold and in F.P. Examination and tested under working conditions. Boats with Equipment and details Examination found good. Masts & Rigging All masts and lower part wedges removed. Steel work found good, now coated. Standing rigging lifted, service and parcelling stripped at rings & leads for Examination. Both stay pins Examination. Stay renewed. Rigging secure opened up. Examination & overhauled & renewed. Mast Yards. Standing and running gear Examination also by L. R. Costa, an Experienced Rigger. (report attached). Now renewed. Main stay - fore Royal stay - fore outer jib stay - fore inner jib stay. fore top fallant back stays, fore Royal back stays. fore topmast back stay. fore stays. Main topmast back stay. Main top fallant back stay. Main top fallant stay. Main Royal stay - main Royal back stays. Jigger topmast back stays. Jigger top fallant back stays. Jigger top fallant stays. Jigger Royal stay. Jigger Royal back stays. Mizzen stay. All shrouds throughout vessel overhauled. 2 wood booms on Mizzen renewed. The vessel has been surveyed to comply with the requirement of a 2nd S.S. to 3, including drilling, and found in made satisfactory, and the quality of workmanship and materials is good. The following drawings are attached. Midship Section. Longitudinal section and decks. General arrangement. Masts & Rigging. Run down. Double reverse bars are fitted $7\frac{1}{2} \times 3\frac{1}{2} \times \frac{5}{8}$ at 16. 18. 20. 21. 22. 23. 24. 46. 48. 50. 51. 52. 53. 54. 56. 58. 59. 90. 91. 120. 122. 124. 126. 127. 128. 129. Main deck beams are increased to $11 \times 6 \times \frac{10}{16}$ B.Tee. on 16. 18. 20. 22. 120. 122. 124. 126 & 128. Brackets to main deck stringer plates are fitted at 21. 23. 32. 38. 51. 53. 58. 68. 102. 112. 127. 129. 132 and 136. Two metal life boats in davits. $4\frac{7}{8}$ dia. built by Lane & De Groot the Long Island in 1909. Dimension. $76 \times 7 \times 2.2$ 269 cu feet. 24 persons. metal 14 B.T. 1 Wood motor life boat built by G. W. Kneass. San Francisco. Aug 1914. 70×6.5 . 200 cu feet. 20 persons. See attached Sheet for true & new supplies to ship by Wood Staggie.



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