

REC'D NEW YORK Jan 22 1920

WOOD SHIP.

FEB. 14. 1920

No. 915 Survey held at Seattle Wash. Date, First Survey Oct 4th 1917 Last Survey Jan. 8th 1920
on the 4 masted sailing schooner "Blaatind" Master H. E. Sandborg

TONNAGE under Tonnage Deck 1297. 48
Ditto of Space, as per Rule 10. 56
Ditto of Poop, or Raised Qr. Dk. 135. 87
Ditto of House, or Deck 7. 82
Ditto of Forecastle 74. 90
Gross Tonnage 1526. 63
Crew Space, as per Rule 11. 33
Register Tonnage, as a Steamer, 1339. 81
cut on the Beam

Built at Seattle Wash. When built 1918/1920 Launched Oct. 3rd.
J.H. Price S. B. Co.
By whom built late Sandstrom S. B. Co. Owners American Motor Schooner Co.
Scandinavian American Bank
Port belonging to Kristiania Destined Voyage Cape Town
If Surveyed while Building, Afloat, or in Dry Dock Yes

| | | | | | | | | | | |
|--------------------------|-----|---|----------------------------|----|---|--|----|-------|-----------------------------|-----|
| Length as per Section 39 | 233 | 6 | Extreme Breadth Outside... | 45 | 0 | Depth of Hold | 18 | 9 | No. of Decks with Flat laid | one |
| Length of Keel | 216 | 2 | Round of Beam | | 9 | Depth from limber-strakes to under side of lower deck beam | 9 | 8 1/2 | No. of Tiers of Beams | two |
| | | | | | | Depth, Moulded | 21 | 4 | | |

| SCANTLINGS OF TIMBER. | IN SHIP. | | | REQUIRED PER RULE, OR AS APPROVED. | | | OUTSIDE PLANK. | THICKNESS. | |
|------------------------------|----------|----------|-------|------------------------------------|----------|-------|---------------------------------------|---------------|---------------------------|
| | SIDED. | MOULDED. | | SIDED. | MOULDED. | | | In Ship. | Per Rule, or as Approved. |
| | | Middle. | Ends. | | Middle. | Ends. | | | |
| | | | | | | | | | |
| TIMBER AND SPACE | 32 | | | 32 | | | Garboard Strakes | 9-7 | 9-7 |
| Floors | 24 | 26 | 24-22 | 24 | 26 | 24-22 | Garboard to Bilge | 5 | 5 |
| 1 st Foothooks | 24 | 22 | 24-20 | 24 | 22 | 24-20 | Bilge Planks | 6 | 6 |
| 2 nd Ditto | 24 | 20 | 22-18 | 24 | 20 | 22-18 | Bilge to Wales | 6 | 6 |
| 3 rd Ditto | 24 | 18 | 20-16 | 24 | 18 | 20-16 | Wales | 6 | 6 |
| Top Timbers | 24 | 16 | 18-11 | 24 | 16 | 18-11 | Topsides | 6 | 6 |
| Deck Beams, length amidships | 41 | 10 1/2 | | 41 | 10 1/2 | | Sheer Strakes | 6 | 6 |
| Old Beams, length amidships | 39 | 7 1/2 | | 39 | 7 1/2 | | Plank Sheers | 1-12 x 14 1/2 | 1-12 x 14 1/2 |
| Keel | 24 | 24 | 24 | 24 | 24 | 24 | Water Upper Deck | 1-12 x 14 1/2 | 1-12 x 14 1/2 |
| Arches of Ditto | 12 | 12 | 12 | 12 | 12 | 12 | Ways Lower Deck | 1-12 x 14 1/2 | 1-12 x 14 1/2 |
| Elsons | 12 | 12 | 12 | 12 | 12 | 12 | Ditto, faying surface against Timbers | 4 | 4 |
| Arches of Ditto | 12 | 12 | 12 | 12 | 12 | 12 | Upper deck | 4 | 4 |

| | | |
|----------------------------------|------------|--------------------------|
| Dimensions of Ship per Register. | | |
| Length | 232.9 | breadth 45.0 depth 18.85 |
| INSIDE PLANK. | THICKNESS. | |
| | In Ship. | Per Rule or as Approved. |
| | Ins. | Ins. |
| Limber Strakes | 8 | 8 |
| Bilge Planks | 14 | 14 |
| Ceiling in Flat | 8-12 | 8-12 |
| Ditto Bilge to Clamp | 12 | 12 |
| Hold Beam Clamps | | |
| Deck Beam Ditto | 14 | 14 |
| Ceiling 'twixt Decks | 12 | 12 |
| Hold Beam Shelves | 16 x 6 | 16 x 6 |
| Deck Beam Ditto | | |

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

| Copper or Yellow Metal in Ship. | Iron in Ship. | Size required per Rule. | Copper or Yellow Metal in Ship. | Iron in Ship. | Size required per Rule. | Copper or Yellow Metal in Ship. | Iron in Ship. | Size required per Rule. |
|---------------------------------------|---------------|-------------------------|---------------------------------|---------------|-------------------------|---------------------------------|---------------|-------------------------|
| | | | | | | | | |
| El-Knee, and Deadwood abaft | B.S. | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Hold Beam | B.S. | 1 1/2 |
| Arches of Keel, No. | " | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Knees | " | 1 1/2 |
| Iron Bolts through Keel at each Floor | " | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Bolts in Shelf or Clamp | " | 1 1/2 |
| Arches through Heels of Timbers | " | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Deck Beam | B.S. | 1 1/2 |
| Against Deadwood | " | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Knees | " | 1 1/2 |
| Keel Bolts | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | Bolts in Shelf or Clamp | " | 1 1/2 |
| | | | | | | Nails or Bolts in Flat of Deck | B.S. | 1 1/2 |
| | | | | | | Treenails | 1 1/2 | 1 1/2 |

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

Floors consist of Douglas Fir The First Foothooks of Douglas Fir

Second Foothooks of Douglas Fir The Third Foothooks and Top Timbers of Douglas Fir

Main Keelson is of Douglas Fir and is free from all defects. The Shifts of the First and Second Foothooks are not less than 4 feet

Rider Keelson is of Douglas Fir N.B.—When less than prescribed by the Rules, state how many.

Transoms, Knightheads, Hawse Timbers, & Aprons of D. Fir & ditto. The rest of the Shifts of the Frame are 4 feet or over

wood, of Douglas Fir and is ditto. The Frame is 24" x 24" x 11 squared from First Foothook Heads upwards,

stem, and Stern Post of Douglas Fir is ditto. and is free from sap, and from thence downwards, the frame is 24" x 26" x 20"

Deck and Hold Beams of Douglas Fir The double Frames are treenailed together to the Gunwale.

Foothooks of Douglas Fir Knees of Douglas Fir N.B.—If not, state how bolted

Main piece of Rudder of Ironbark Windlass of Metal (steel) The Butts of the Timbers are fitted close together; their thickness not

Keel of Douglas Fir less than full size of the entire moulding at that place.

WORKING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is of Douglas Fir The Frame is not chocked with square Butt at each end of the check.

The above named height to the Wales of Douglas Fir

Wales and Black-strakes of Douglas Fir The Topsides and Sheer-strakes of Douglas Fir

Marketing and Plank-sheers of Douglas Fir The Water-ways { Upper Deck of Douglas Fir

Decks of edge-grain D. Fir State of good { Lower Deck of Douglas Fir

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

If partial, in what part of the Ship. The Planking is wrought three strakes between, and without step-butt.

WORKING INSIDE.—The Limber-strakes and Bilge-strakes are of Douglas Fir

Ceiling, Lower Hold, and between Decks of Douglas Fir Shelf Pieces and Clamps of Douglas Fir

TENINGS.—To Hold Beams 2-1 1/2" bolts through waterway, beam, & shelf. B.S. clenched

2-1 1/2" bolts " " " " " " " "

aging knees bolted to beams & side of vessel by 1 1/2" bolts, clenched where possible.

Beams 2-1 1/2" bolts through beam & clamp (B.S. drift). 2-1 1/2" bolts through

terway, beam, & clamp. (Gald. drift) 2-1 1/2" bolts through waterway & beam. (Gald. clenched)

1 1/2" bolts through waterway, beam, & knees. (Gald. clenched).

ber of Breasthooks 5 Natural crooks Pointers 3 at each end Crutches

End Bolts are of 7/8" gald. in the Bottom 2 Bolts in each Butt End 1 of which is through and clenched.

and Limber Strakes are bolted through and clenched. Treenails of Locust How made straight grain

stern over Double Floors 25 bolted through and clenched. General quality of Workmanship good

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

Builder's Signature

Surveyor's Signature

Surveyor to Lloyd's Register of Shipping.

EQUIPMENT TONNAGE *16130.12*

ANCHORS.

*Numeral 16130.12
Table 30 letter T*

| 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. |
|------------------------|-------------------|--------------------|------|------|------------------|------|------|------------------------|-------|------|------|-----------------------|------|------|------------------------|------------------|---|
| | | Owts. | qrs. | lbs. | Owts. | qrs. | lbs. | Tons. | cwts. | qrs. | lbs. | Tons. | qrs. | lbs. | | | |
| 5962 | 1st Bower | 42 | 2 | 0 | Stockless | | | 37 | 10 | 0 | 0 | 42 | 2 | 0 | Balat | Balat Anchor Co. | Chester Pa. 3-1-18 J. Adam |
| 5960 | 2nd „ | 41 | 3 | 14 | do. | | | 37 | 0 | 3 | 21 | 42 | 2 | 0 | do. | do. | do. |
| 5961 | 3rd „ | 41 | 1 | 10 | do. | | | 36 | 14 | 2 | 21 | 36 | 1 | 0 | do. | do. | do. |
| | Collective weight | 125 | 2 | 24 | | | | | | | | 121 | 1 | 0 | | | |
| 5947 | Stream | 13 | 0 | 16 | do. | | | 13 | 19 | 2 | 21 | 13 | 1 | 21 | do. | do. | Chester Pa. 31-12-17 J. Adam |
| 5940 | Kedge | 5 | 3 | 26 | do. | | | 8 | 5 | 0 | 0 | 6 | 3 | 14 | do. | do. | do. |
| | 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. | Fathom Size per Rule. |
|------------------------|----------|-------|-----------------------------|------------------------|-----------|----------------------------|---------------|--------------------|--|--------------------|----------|-------|--------------------------------------|-----------------------|
| | | | | Supplied. | Per Rule. | | | | | | | | | |
| 1139 | 270 | 1 1/2 | 88-100-0 | 511-2-22 | 478-1-18 | 270-1 1/2 | Stud 2 1/2 in | American Chain Co. | Columbus, O. 17-12-18 J. Stabler | TOWLINE steel wire | 90 | 3 1/2 | 26 | 90- |
| | | | | | | | | | | HAUSEN Manila | 100 | 10 | | 90- |
| | | | | | | | | | | WARP " | 180 | 6 | | 90- |
| 98 Iron Stream Chain | 45 | 1" | 18-0-00 | 243-14 | 38-1-0 | 45-1" | " | Seattle Chain Co. | Seattle, Wash. 11-7-19 C. Hastie | | | | | |
| 1149 | 30 | 1" | do | 16-1-11 | | | " | " | 12-1-20 C. 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 *1 Foresail 1 Gaff Topsail 1 Mainsail 1 jib.*

Boats *2 Life boats (wood) 22' x 6' 9 x 2' 9* *1 Dinghy 16 feet*

Windlass, present state is *Efficient (Steam)* Capstan Rudder *Efficient* Pumps *1 Power D.A. 10" x 7" 3 1/2"*

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 16" x 20"

Cargo Hatchways.—How formed? *of 12" x 18" with 12" x 12" on top.* State size *N-1 - 14' 0" x 14' 0" N-2 - 24' 6" x 14' 0" N-3 - 17' 0" x 14'*

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

What arrangement for shifting beams? *3 to N-1 hatch, 5 to N-2 hatch, 3 to N-3 hatch.* *All of 14" x 14"*

Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *24' 6" x 14' 0"*

Order for Special Survey, No. *89* Date *Aug 7 1914*

Order for Ordinary Survey, No. _____ Date _____

No. *7* in Builder's Yard.

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

1st. When the Frame is completed *1914. Oct 4. 29. Nov 12. 17. 23. Dec 1. 7. 14. 26. 28*

2nd. When the Beams are put in, &c. *1918. Jan 7. 16. 22. Feb 4. Sep 11. 25. 30. Oct 8. 15.*

3rd. When completed and before the Plank be painted or payed *29. Nov 12. Dec 10. 11. 30. 1919. Inch 27. May 12. Jun 30. Aug 8. 15. 20. 24. Sep 5. 10. 16. 23. 30. Oct 3. 14. 22. 29. 31. Nov 1. Dec 5. 1920. Jan 8. Total 144*

General Remarks. *This vessel has been built in accordance with the approved plans, the secretary's letters, & in general conformity with the rules for class contemplated. The hull is built throughout of Douglas Fir, of good quality & free from sap. There are 9 keelsons, 3 main, 4 sister & 2 assistant. The main keelson is secured by 4-1 1/2" bolts driven into keel & clinched on bottom. The sister keelsons by 2-1 1/2" bolts drifted through floors & assistant keelsons by 4-1 1/2" bolts driven through floor & clinched on bottom, all being bound together by 1 1/2" horizontal bolts driven at alternate spaces & clinched. The thin ceiling (8") is fastened to floors by 4-1" headed drifts to each floor, remainder by 4-1 1/2" bolts to each frame, 2 being headed & drifted from inside & 2 driven from outside & clinched over ring inside. All edge-bolted together by 1 1/2" bolts at alternate spaces. The fastening of outside planking where of iron is galvanized. The garboards are secured by 4- 3/4" button head bolts to every frame & edge-bolted into keel & each other with 3/4" drift bolts at alternate spaces. Planking of 10" & under is secured by 2 spikes & 2 treenails to each frame & over 10" in width by 2 spikes & 3 treenails. Salting of the vessel has been carried out in accordance with sec. 37 of the Rules, except salting of the beams. The vessel was originally intended to be completed as an auxiliary. This was later altered, being converted into a sailing schooner.*

The stream & kedge anchors require to be replaced by others of rule weight.

The approved plans (4 in number) 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 *F 12 A1 "salted"*

The Amount of the Entry Fee ... *\$ 20.00* Fees applied for, *Jan 15 1920*

Special ... *\$ 316.00*

Certificate ... *\$*

Received by me, *1914/1/20*

Travelling Expenses *Local 5.40*

NY York 14.20

His Excellency J. C. Kinghorn
Surveyor to Lloyd's Register of Shipping.

Committee's Minute *New York JAN 27 1920*

Character assigned *+ 12 A1 subject*

note: acc't

Exp't

Alt'd

5/3/20

FRI. 7 MAR. 1924

HULL CERTIFICATE
WRITTEN
5/3/20

Lloyd's Register
Foundation