

WOOD SHIP.

No. 894 Survey held at Aberdeen Date, First Survey June 5th 1919 Last Survey Nov. 19th 1919on the Smasted sailing *Argentine Forest Pride* Master John Filley

TONNAGE under Tonnage Deck 1385.90
 Ditto of Spar Deck, or Awaiting Deck 18.30
 Ditto of Poop, or Raised Qr. Dk. 103.90
 Ditto of Houses on deck 10.07
 Ditto of Forecastle 5.63
 Gross Tonnage 1600.06
 Crew Space, as per Rule 119.21
 Register Tonnage, cut on Beam 14.28
 Engine Room, as per Rule 17.77
 Register Tonnage, as a Steamer, cut on the Beam 18.30
 1434.41

Built at Aberdeen Wash. When built 1919 Launched Sept. 30th 1919

By whom built Gray's Harbor Motorship Corp. Owners Gray's Harbor Motorship Corp.

Port belonging to Aberdeen Wash. Destined Voyage Sydney Australia

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

Length as per Section 35	Feet. 243 0	Inches.	Extreme Breadth Outside...	Feet. 44 0	Inches.	Depth of Hold	Feet. 19 2 1/2	Inches.	No. of Decks with Flat laid	one
Length of Keel	329 7 1/2		Round of Beam	7		Depth from limber-strakes to under side of lower deck beam	8 10 1/2		No. of Tiers of Beams	two
						Depth, Moulded	21 5 1/2			

INGS 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.																															
ED SPACE	36 ✓			36			Garboard Strakes	11-9 ✓	11-9 ✓	Length 241.5 breadth 44.0 depth 19.2																																			
	24 ✓	26	20-18	24	26	20-18	Garboard to Bilge	5 ✓	5	<table><tr><th rowspan="2">INSIDE PLANK.</th><th colspan="2">THICKNESS.</th></tr><tr><th>In Ship.</th><th>Per Rule or as Approved.</th></tr><tr><td></td><td>Ins.</td><td>Ins.</td></tr><tr><td>Lumber Strakes</td><td>6</td><td>6</td></tr><tr><td>Bilge Planks</td><td>9 ✓</td><td>9</td></tr><tr><td>Ceiling in Flat</td><td>8 ✓</td><td>8</td></tr><tr><td>Ditto Bilge to Clamp</td><td>9-12 ✓</td><td>9-12</td></tr><tr><td>Hold Beam Clamps</td><td>✓</td><td>✓</td></tr><tr><td>Deck Beam Ditto</td><td>16 ✓</td><td>16</td></tr><tr><td>Ceiling 'twixt Decks</td><td>9-12 ✓</td><td>9-12</td></tr><tr><td>Hold Beam Shelves</td><td>12 x 24 ✓</td><td>12 x 24</td></tr><tr><td>Deck Beam Ditto</td><td>✓</td><td>✓</td></tr></table>	INSIDE PLANK.	THICKNESS.		In Ship.	Per Rule or as Approved.		Ins.	Ins.	Lumber Strakes	6	6	Bilge Planks	9 ✓	9	Ceiling in Flat	8 ✓	8	Ditto Bilge to Clamp	9-12 ✓	9-12	Hold Beam Clamps	✓	✓	Deck Beam Ditto	16 ✓	16	Ceiling 'twixt Decks	9-12 ✓	9-12	Hold Beam Shelves	12 x 24 ✓	12 x 24	Deck Beam Ditto	✓	✓
INSIDE PLANK.	THICKNESS.																																												
	In Ship.	Per Rule or as Approved.																																											
	Ins.	Ins.																																											
Lumber Strakes	6	6																																											
Bilge Planks	9 ✓	9																																											
Ceiling in Flat	8 ✓	8																																											
Ditto Bilge to Clamp	9-12 ✓	9-12																																											
Hold Beam Clamps	✓	✓																																											
Deck Beam Ditto	16 ✓	16																																											
Ceiling 'twixt Decks	9-12 ✓	9-12																																											
Hold Beam Shelves	12 x 24 ✓	12 x 24																																											
Deck Beam Ditto	✓	✓																																											
ks	24 ✓	18	20-17	24	18	20-17	Bilge Planks	6 ✓	6																																				
	24	17	18-16	24	17	18-16	Bilge to Wales	6 ✓	6																																				
	24	16	17-14 1/2	24	16	17-14 1/2	Wales	6 ✓	6																																				
	24	14 1/2	16-11	24	14 1/2	16-11	Topsides	6 ✓	6																																				
78 Average Space	36	36		36	12 x 14		Sheer Strakes	6 ✓	6																																				
s, length amidships	40	8" ✓		40	8" 1/2		Plank Sheers	10 x 14 ✓	10 x 14 ✓																																				
19 Average Space	39	0" ✓		39	0" ✓		Water } Upper Deck	12 x 28 ✓	12 x 28 ✓																																				
s, length amidships	18	20 ✓	20	18	20	20	Ways } Lower Deck	✓	✓																																				
Ditto	14	20 ✓	20	14	20	20	Ditto, faying surface against Timbers	14 ✓	14																																				
(2)	20	20	20	(2)	20	20	Upper deck	4 1/2 ✓	4 1/2 ✓																																				
Ditto	12	20	20	12	20	20																																							

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

	Copper or Iron in Ship.	Size required per Rule.		Copper or Iron in Ship.	Size required per Rule.		Copper or Iron in Ship.	Size required per Rule.
and Deadwood abaft	B.S.	1 1/2	Transoms and throats of Hooks	B.S.	1 1/4	Hold Beam	✓	✓
Keel, No. 3	"	1 1/4	Arms of Hooks	"	1 1/2	Bolts in	B.S.	1 1/2
ts through Keel at	"	1 1/2	Thro' Bilge and Limber Strakes	"	1 1/2	Deck Beam	B.S.	1 1/2
h Heels of Timbers	"	1 1/4	Thickstuff over Double Floors	"	1	Bolts in	B.S.	1 1/2
Deadwood	"	7/8	Butt End Bolts	B.S.	7/8	Nails or Bolts in Flat of Deck	B.S.	1/2 x 10
	"	7/8	Short Bolts in Ceiling	B.S.	1 1/2	Treenails	1 1/2 - 1 3/4	Locust
	"	7/8	Pintles of the Rudder	"	4			

NG.—The Space between the Floor Timbers and Lower Foothooks is 12 1/2 Inches. The Space between the Top-Timbers is 12 1/2 Inches.

consist of Douglas Fir The First Foothooks of Douglas Fir

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

elson is of Douglas Fir and is free from all defects. The Shifts of the First and Second Foothooks are not less than 5 feet

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

ns, Knightheads, Hawse Timbers, & Aprons of Douglas Fir ditto. The rest of the Shifts of the Frame are 5 feet or over

f Douglas Fir and ditto. The Frame is 24" x 20" x 11" squared from First Foothook Heads upwards,

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

d Hold Beams of Douglas Fir The double Frames are 7/8" drift, bolted together to the Gunwale.

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

ce of Rudder of Ironbark Windlass of Metal The Butts of the Timbers are fitted close together; their thickness not

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

G OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is of Douglas Fir

ove named height to the Wales of Douglas Fir The Topsides and Sheer-strakes of Douglas Fir

nd Black-strakes of Douglas Fir The Water-ways { Upper Deck of Douglas Fir

ing and Plank-sheers of Douglas Fir { Lower Deck

E.S. Douglas Fir State of Good

f the Planking are not less than 6 Feet 0 1/2 Inches. N.B. If less than prescribed by the Rule, state whether general or partial,

rtial, in what part of the Ship. The Planking is wrought three strakes, between, and without step-butting.

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

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

IGS.—To Hold Beams 4-1 1/2" bolts through beam & shelves (clenched) B.S. Knees

8-1 1/2" " " shelf, ceiling & frame " "

3-1 1/2" " " beam & knees " "

4-1 1/2" " " waterway, beam & knee (drifted) B.S.

2-1 1/4" " " " clamp & knee " B.S.

2-1 1/2" " " " & ceiling " B.S.

Number of Breasthooks five Pointers 3 Forward 2 Aft Crutches

Butt End Bolts are of 7/8" B.S. in the Bottom two Bolts in each Butt End one of which is through and clenched.

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

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.

Gray Harbor Motorship Corp. Surveyor's Signature J. C. Kinghorn

Holder's Signature M. R. Ward Surveyor to Lloyd's Register of Shipping.

Numerical
EQUIPMENT TONNAGE 16648
Table 50 letter T.

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.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
8994	1st Bower	41	1	20	stockless			36	16	1	0	42	2	0	Allison	Bradlee & Co.	Philadelphi
8997	2nd "	41	1	10	do.			36	14	2	31	42	2	0	do.	do.	3-9-19
8958	3rd "	36	1	17	do.			33	7	0	31	36	1	0	do.	do.	do.
	Collective weight	119	0	19	-1.8%							121	1	0			12-8-19
8960	Stream	13	2	4	do.			15	3	3	0	13	1	21	do.	do.	12-8-19
8996	Kedge	7	1	23	do.			9	13	3	0	6	3	14	do.	do.	3-9-19
	2nd Kedge.....																do.

140-0-18

CHAIN CABLES.

141-2-7

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.	Pat. No.
				Supplied.	Per Rule.									
1898	270	1 3/4	63-5-0 cuts	58-10-0	51-1-1/2	270-1 3/4	Stud link	American Chain Co.	Columbus, O. 30-8-19. C. E. Head	TOWLINE	90	3 1/2"	40.8	90
										HAWSER	90	10"		90
										WARP	24	90	6"	90
											120	3"		

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, flower topsail, mainsail, 13' spanker, 27' 19' gaff topsail*

Boats *2 metallic life 24' x 6' 5" x 3' 0"*

Windlass, present state is *Efficient* Capstan *✓*

Rudder *Efficient* Pumps *2 Hand-3" barrel pump to 2 1/4" 5" 3 1/2" 4" 5" 6" 8" 10" 12" 14" 16" 18" 20" 22" 24" 26" 28" 30" 32" 34" 36" 38" 40" 42" 44" 46" 48" 50" 52" 54" 56" 58" 60" 62" 64" 66" 68" 70" 72" 74" 76" 78" 80" 82" 84" 86" 88" 90" 92" 94" 96" 98" 100"*

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 clearing ports 48" x 15 1/2" on each side, also 3 large mooring ports. Boamings are built on continuous deck stringer 14" x 18" with 13 1/2" x 13" on top.*

Cargo Hatchways.—How formed? *deck stringer 14" x 18" with 13 1/2" x 13" on top.* State size *2-28' 6" x 16' 0" Booby 4' 10" x 14' 0"*

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

What arrangement for shifting beams? *5 to hatch, 3 to hatch, 2 to hatch. All of 12" x 15".*

Hatches, themselves, whether strong and efficient? *Yes* Main Hatchways.—State size *28' 6" x 16' 0"*

Order for Special Survey, No. *195*

Date *July 2nd 1919.*

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

Order for Ordinary Survey, No.

Date

No. *27* in Builder's Yard.

1st. When the Frame is completed *1919. June 5. 7. 12. 27. July 11. 12. 26. Aug. 1. 14.*
2nd. When the Beams are put in, &c. *Sep. 11. 19. 26. Oct. 3. 16. 23. 30. Nov. 6. 19.*
3rd. When completed and before the plank be painted or payed *Total 19*

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. The keelsons are 20" x 20", 3 in number, with a main rider of 20" x 24". An arch keelson of 18" is built up to height of keelsons amidships, tapering towards ends & well bolted together. Bilge irons are fitted to every 3rd ft. These are composed of 1/2" steel plate riveted to angles of 6" x 6" x 1/2" worked to shape of bilge & well secured bolted to frames & ceiling by 1" bolts, all as shown on plan. There are 20 of these to a side. The ceiling is fastened by 1 1/2" bolts, 4 to each frame, two being headed & driven from inside & two being driven from outside & clenched over ring inside. 8 strakes of 8" ceiling on flat are secured by 4-1" bolts head drips to each floor. All ceiling is edge bolted by 1 1/2" drips at alternate spaces, 2 1/2" strakes depth. The fastening of outside planking where of iron is galvanized. The garboards are secured by 1 1/2" button headed bolts, 4 to each floor, and are also edge bolted to keel & each other by 1 1/2" drift bolts at alternate spaces. Remainder of planking secured by from 3/4" spikes & 3 green nails to 2 spikes & 2 green nails according to width of plank. Carbolinum has been freely used as preservative, all surfaces receiving one or more coats before being covered in. The salting of the vessel has been carried in accordance with Section 37 of the Rules except salting of the beams. Air-co are fitted fore & aft as per rule. The collective weight of the Bower anchors require being made equal to the Rule requirements.*

Copies of the approved profile, midship section, & sail plan 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-A-1. Salted & specially treated*

The Amount of the Entry Fee ... \$20.00

Special ... \$325.00

Certificate... £

Travelling Expenses, if any, £ *Local. \$142.00*

Fees applied for, *Nov. 26 1919.*

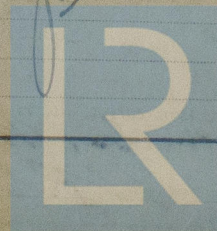
Received by me, *29. 1919*

J. C. Hinghorn

Surveyor to Lloyd's Register of Shipping

Committee's Minute *New York DEC - 9 1919*

Character assigned *+ 12 A1 subject*
note! ACP
Eg & t.
Salted
+ N.S.B. 19-125th



© 2021

Lloyd's Register Foundation

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

Rpt.
No. of
Reg. L
Master
Engin
Boiler
Register
MUL
Letter
Boiler
No. of
safety
Are the
Smaller
Materie
Descrip
Lap of
rules
boiler
Descrip
plates
Top
smallest
Pitch
Area su
Lower
Pitch of
water sp
girder a
Working
Diameter
Pitch of
UPER
Date of T
Diameter
VERT
Made at
tested by
No. of saf
enter the
60.00
strength
Lap of pl
Radius of
Thickness
plates
Thickness
Dates
of Survey
while
building