

WOOD SHIP.

MONTREAL 20 8 1919

NEW YORK Jan. 14 1920
No. 908. Survey held at Seattle Wash Date First Survey Feb 2 1919 Last Survey Dec 24 1919

on the Smasted sailing schooner "Bianca" Master R. Pederson
Built at Seattle When built 1919 Launched Sept 21 1919
By whom built Elliott Bay S. B. C. Owners Shipping Corp.
Part belonging to Seattle Destined Voyage Delagoa Bay
If Surveyed while Building, Afloat, and in Dry Dock Yes

Signal Letters LT 9 U
Official Number 219227

| | |
|---|---------|
| Tonnage under Tonnage Deck | 1896.78 |
| Ditto of Spar Deck, or Auxiliary Deck | 12.65 |
| Ditto of Poop, or Raised Qr. Dk. | 170.83 |
| Ditto of Houses on deck | 6.89 |
| Ditto of Forecastle | 58.04 |
| Gross Tonnage | 2139.16 |
| Master's cabin | 30.41 |
| Crew Space, as per Rule | 112.24 |
| Anchor gear | 14.24 |
| Register Boards, strakes | 8.03 |
| Engine Room | 19.76 |
| Register Tonnage, as a Steamer, cut on the Beam | 1946.86 |

| | | | | | | | |
|--------------------------|-------|-------------------------|------|--|------|-----------------------------|-----|
| Length as per Section 39 | 245 0 | Extreme Breadth Outside | 47 4 | Depth of Hold | 24 2 | No. of Decks with Flat laid | two |
| Length of Keel | 238 0 | Round of Beam | 9 | Depth from limber-strakes to under side of lower deck beam | 14 3 | No. of Tiers of Beams | two |
| | | | | Depth, Moulded | 26 5 | | |

| SCANTLINGS 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. | | |
| | | Ins. | Middle. | | Ends. | Ins. | | | Middle. | | Ends. |
| Garboard Strakes | 32 1 | | | 32 | | | 9-7 1/2 | 6 | 9-7 1/2 | 6 | |
| Garboard to Bilge | 24 1/2 | 23-19 | | 24 | 27 | 23-19 | 5-5 1/2 | 5 | 5-5 1/2 | 5 | |
| Bilge Planks | 24 1/19 | 23-18 | | 24 | 19 | 23-18 | 5 1/2 | 5 1/2 | | | |
| Bilge to Wales | 24 1/18 | 19-16 | | 24 | 18 | 19-16 | 6 1/2 | 6 1/2 | | | |
| Wales | 24 1/16 | 18-14 | | 24 | 16 | 18-14 | 6 1/2 | 6 1/2 | | | |
| Topsides | 24 1/14 | 15-10 | | 24 | 14 | 15-10 | 6 1/2 | 6 1/2 | | | |
| Sheer Strakes | 24 1/11 | 14-10 | | 24 | 11 | 14-10 | 6 1/2 | 6 1/2 | | | |
| Plank Sheers | 15 1/16 | 10 | | 15 | 16 | 10 | 6 1/2 | 6 1/2 | | | |
| Water Upper Deck | 12 x 24 | | | 12 x 24 | | | 12 x 24 | | | | |
| Ways Lower Deck | 12 x 14 | | | 12 x 14 | | | 12 x 14 | | | | |
| Upper Deck | 4 | | | 4 | | | 4 | | | | |
| Upper deck | 4 | | | 4 | | | 4 | | | | |

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

| | Copper or Iron in Ship. | | | Size required per Rule. | | Copper or Iron in Ship. | | | Size required per Rule. |
|--------------------------------|-------------------------|---------|---------|-------------------------|--|-------------------------|---------|---------|-------------------------|
| | Ins. | Ins. | Ins. | | | Ins. | Ins. | Ins. | |
| Transoms and throats of Hooks | B.S. | 1 1/2 | 1 1/2 | 1 1/2 | | B.S. | 1 1/2 | 1 1/2 | 1 1/2 |
| Arms of Hooks | " | 1 1/2 | 1 1/2 | 1 1/2 | | " | 1 1/2 | 1 1/2 | 1 1/2 |
| Thro' Bilge and Limber Strakes | " | 1 1/2 | 1 1/2 | 1 1/2 | | " | 1 1/2 | 1 1/2 | 1 1/2 |
| Thickstuff over Double Floors | " | 1-1 1/2 | 1-1 1/2 | 1-1 1/2 | | " | 1-1 1/2 | 1-1 1/2 | 1-1 1/2 |
| Butt End Bolts | Std. | 7/8 | 7/8 | 7/8 | | Std. | 7/8 | 7/8 | 7/8 |
| Short Bolts in Ceiling | B.S. | 1 1/4 | 1 1/4 | 1 1/4 | | B.S. | 1 1/4 | 1 1/4 | 1 1/4 |
| Pintles of the Rudder | 3/4 | 3/4 | 3/4 | 3/4 | | 3/4 | 3/4 | 3/4 | 3/4 |
| Hold Beam Waterway | B.S. | 1 1/2 | 1 1/2 | 1 1/2 | | B.S. | 1 1/2 | 1 1/2 | 1 1/2 |
| Boils in Shelf or Clamp | Std. | 1 1/2 | 1 1/2 | 1 1/2 | | Std. | 1 1/2 | 1 1/2 | 1 1/2 |
| Deck Beam Waterway | B.S. | 1 1/2 | 1 1/2 | 1 1/2 | | B.S. | 1 1/2 | 1 1/2 | 1 1/2 |
| Boils in Shelf or Clamp | B.S. | 1 1/2 | 1 1/2 | 1 1/2 | | B.S. | 1 1/2 | 1 1/2 | 1 1/2 |
| Nails or Bolts in Flat of Deck | Std. | 7/8 | 7/8 | 7/8 | | Std. | 7/8 | 7/8 | 7/8 |
| Treenails | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 | | 1 1/2 | 1 1/2 | 1 1/2 | 1 1/2 |

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

Frames consist of Douglas Fir. The First Foothooks of Douglas Fir.

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

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.

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

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

of Douglas Fir and ditto. The Frame is 24" x 20" x 10" squared from First Foothook Heads upwards, and is free from sap, and from thence downwards, the frame is 24" x 20" x 20".

and Stern Post of Douglas Fir. The double Frames are treenail bolted together to the Gunwale.

and Hold Beams of Douglas Fir. N.B.—If not, state how bolted.

of Douglas Fir. The Butts of the Timbers are fitted close together; their thickness not less than full size of the entire moulding at that place.

of Douglas Fir. The Frame is not chocked with square Butt at each end of the chock.

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

above named height to the Wales of Douglas Fir.

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

Planking and Plank-sheers of Douglas Fir. The Water-ways { Upper Deck of Douglas Fir, Lower Deck of Douglas Fir.

edge-grain Douglas Fir State of good.

of the Planking are not less than 6 Feet 0 Inches. N.B. If less than prescribed by the Rule, state whether general or partial, partial, in what part of the Ship. The Planking is wrought three strakes between, and without step-butting.

FRAMING 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.

CLAMPING.—To Hold Beams are clamped between two shelves & two waterways, locked bolted with 2-1 1/2" clenched bolts through every strake at beam.

Clamped & locked between three shelf pieces and three waterways and vertically fastened with 2-1 1/2" clenched bolts through every strake at each beam.

Foothooks three. Pointers three at each end. Crutches.

Bolts are of 7/8" Galv. on the Bottom two Bolts in each Butt End one being driven through and clenched.

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

er 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.

Elliott Bay Shipbuilding Co. Surveyor's Signature J. C. Houghton

By Comorow, Pres. Surveyor to Lloyd's Register of Shipping.

W1571-0029

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Label 30

EQUIPMENT TONNAGE 1923-33 ANCHORS. Table 30 letter V.

Table with columns: 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.

CHAIN CABLES.

HAWSERS AND WARPS.

Table with columns: Number of Certificate, Fathoms, Size, Test per Certificate, Weight of Chain Cable, Fathoms and Size per Rule, Description, Makers of Cables, Where and when tested, Material, Fathoms, Size, Breaking Test of Steel Wire Towline, Fathom Size per Rule.

Masts, Yards, &c., are in good condition... Standing and Running Rigging is sufficient in size and good in quality... Sails one complete suit of all specified sails... Boats 1 Lifeboat 20ft, 1 Powerboat 24ft, 1 dinghy 16ft... Windlass, present state is Efficient Capstan Rudder Efficient Pumps... Scuppers, &c.—What arrangements are there beyond the scuppers on deck... Cargo Hatchways.—How formed? Deck stringer 12"x18" x 12"x10" on top... Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 23'0" x 18'0"

Order for Special Survey, No. 110 Date Feb 7th 1918 DATES of Surveys held while building, as per Section 35. 1st. When the Frame is completed 1918, Feb 2, May 2, 10, July 9, 11, 19, 31, Aug 3, 14, 28, Sep 4, 17, 13, 17, 26, Oct 1, 4, 11, 18, Nov 14, Dec 4, 24, 31, 2nd. When the Beams are put in &c. 1919, June 6, 10, 19, July 3, 15, Aug 4, 12, 15, 21, 25, 28, 29, Sep 2, 8, 16, 18, 20, 22, 29, 30, Oct 4, 14, 21, 27, 29, Nov 4, 10, 17, 17, 18, 25, 26, 28, 29, Dec 6, 27. 3rd. When completed and before the plank is put on or paved. Total 61

General Remarks. This vessel has been built in accordance with the approved plans, the secretary's letter and in general conformity with the rules for class contemplated. The fastening of the outside planking where of iron, is galvanized. The garboards are fastened to each floor with 4-7/8" x 22" button head bolts, & edge bolted into keel with 7/8" drift bolts at every alternate space. Planking of 10" in width or less has 2 spikes & treenails, & over 10", 2 spikes & 3 treenails to each frame. Inside planking from keelson to upper deck beams is edge bolted with 1 1/2" drift bolts at every alternate space. All 8" floor ceiling is fastened with 4-7/8" button headed bolts at each frame & all thick ceiling with 2-1" 1/2" drift bolts driven from inside, & 2-1" 1/2" headed bolts driven from outside & clenched over ring, at every frame. Keel & centre keelsons are fastened with 4-1 1/2" bolts at every frame, driven through & clenched. Aster keelsons with 4-1 1/4" bolts, & assistant keelsons with 4-1 1/8" bolts driven through floor & clenched at alternate. Each tier of keelsons is fastened horizontally with 1 1/4" bolts at every space, staggered & clenched. It had originally been the intention for this vessel to be completed as a motorship. This was later altered & the vessel converted into a five masted schooner. The hatches have been reduced in size, heavily framed in & kneed at corners. All spaces in vicinity of masts have been properly framed in & braced by lodging knees attached to beams & shelves at both decks. The shaft logs have been well plugged up & openings protected by 1/2" galv. steel plates screw-bolted. The three lower anchors require to be replaced by others of the required rule weight. The salting of this vessel has been carried out in accordance with Sec. 37 of Rules, except salting of the beams. The approved plans (3 in number) are 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 7 12-A1 "Salted" The Amount of the Entry Fee ... \$ 25.00 Fees applied for, Dec 31 1919 Special ... \$ 392.50 Received by me, Jan 3rd 1920 Repenses Certificate } ... \$ 62.33 Travelling Expenses, if any, £

Committee's Minute New York JAN 20 1920 Character assigned + 12 A1 subject note: - A+C Sph la r Salted + D.B. 19-160 lbs TUE SEP. 5 1922 FRI APR. 27 1922

(See Shipping Act requested not to write on or below this space for Committee's Minute.)

