

Label 30

EQUIPMENT TONNAGE 19243.33 ANCHORS.
Table 30 letter V.

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.
		Cwis.	qrs.	lbs.	Cwis.	qrs.	lbs.	Tons.	cwis.	qrs.	lbs.	cwis.	qrs.	lbs.			
6092	1st Bower	40	0	0	stockless			35	15	0	0	44	2	0	Baldt	Baldt	Chester Pa. 6/2/19
6050	2nd "	34	2	11	do.			32	1	3	14	44	2	0	do.	"	"
6078	3rd "	30	2	9	do.			29	1	3	14	40	1	7	do.	"	"
	Collective weight	105	0	30								135	1	7			
6075	Stream	14	1	24	do.			16	1	1	0	14	1	15	do.	do.	"
5946	Kedge	11	2	22	do.			13	12	2	0	7	0	26	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.									
136	270	2 1/2"	107-2-00	624-3-15	573-1-16	270-2"	Steel Link	Seattle Chain Co.	Seattle 3/9/19	Steel	90	4"	33	90
										Towline				
										Hawser	90	12"		90
										Warp	24	90	7"	90
	75	4"	33			75-4"	Steel Wire	Roebeling & Sons	Seattle 6/11/19					

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 mainsail, 1 gaff topsail, 2 jibs, 1 mizzen.
Boats 1 Lifeboat 20 ft., 1 Powerboat 24 ft., 1 dinghy 16 feet.
Windlass, present state is Efficient Capstan ✓ Rudder Efficient (Steel) Pumps 1 Power Tripless bilge 6" 2 D.H. hand 5" x 6" 3 1/2" to 4".
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?
Openings are cut out between stanchions above waterway 2 1/2"
3 clearing ports on each side of 20" x 20"
Cargo Hatchways.—How formed? deck stringer 12" x 18" & 12" x 10" on top. State size No. 1 - 16'6" x 18'0" No. 2 - 23'0" x 18'0" No. 3 - 19'0" x 18'0"
If of extraordinary size, state how framed and secured? ✓
What arrangement for shifting beams? 2 at No. 1 hatch. 4 at No. 2. 3 at No. 3. all of 14" x 14"
Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 23'0" x 18'0"

Order for Special Survey, No. 110

Date Feb. 4th 1918

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

Order for Ordinary Survey, No.

Date

No. 4 in Builder's Yard.

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, 14, 17, 18, 25, 26, 28, 29, Dec. 6, 27.
3rd. When completed and before the plate be painted or oiled
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 planks 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 & 3 greenails, & over 10", 2 spikes & 3 greenails 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 1/2" drift bolts driven from inside, & 2-1"-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. Sister 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 motor ship. 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 12-A1 "Salted"

The Amount of the Entry Fee ... \$ 25.00

Special ... \$ 392.50

Expenses } ... \$ 62.33

Travelling Expenses, if any, \$

Fees applied for, Dec 31 1919

Received by me, Jan 3rd 1920

Committee's Minute New York JAN 20 1920

Character assigned +12 A1 Subject

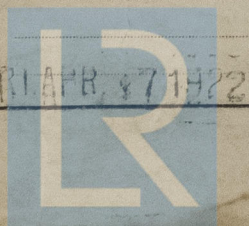
note: - A+C
Exp. & V
Salted

+ D.B. 19-160 lbs

TUE SEP. 4 1922

NULL CERTIFICATE WRITTEN 3.3.20

FRI 8 AUG 1924



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