

WOOD SHIP.

No. 864 Survey held at Aberdeen Wash. Date, First Survey Dec 19th 1918 Last Survey July 12th 1919
 on the Wood hull "Agylka" Master.

Tonnage under Tonnage Deck 2588.32
 Ditto of Spar Deck, or Awaiting Deck
 Ditto of Raop, or Raised Gr. Dk.
 Ditto of Houses on deck
 Ditto of Forecastle
 Gross Tonnage (approx) 3314.00
 Crew Space, as per Rule
 Register Tonnage, cut on Beam
 Engine Room
 Register Tonnage, as a Steamer,
 cut on the Beam

Built at Aberdeen Wash. When built 1919 Launched June 7th
Gray's Harbor
 By whom built Motorship Corp. Owners Emergency Fleet Corp.
 Port belonging to Aberdeen Wash. Destined Voyage Laid up
 If Surveyed while Building, Afloat, or in Dry Dock Building & afloat

Length as per Section 32	Feet.	Inches.	Extreme Breadth Outside	Feet.	Inches.	Depth of Hold	Feet.	Inches.	No. of Decks with Flat laid
<u>274</u>	<u>6</u>		<u>49</u>	<u>0</u>		<u>25</u>	<u>8</u>		<u>Two</u>
Length of Keel	Feet.	Inches.	Round of Beam	Feet.	Inches.	Depth from limber-strakes to under side of lower deck beam	Feet.	Inches.	No. of Tiers of Beams
<u>271</u>	<u>9</u>		<u>8</u>			<u>12</u>	<u>11</u>		<u>Two</u>
						Depth, Moulded	Feet.	Inches.	
						<u>28</u>	<u>1</u>		

INGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			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.	Ins.	Ins.	Ins.		Length <u>272.7</u> breadth <u>49.0</u> depth <u>25.7</u>
ED SPACE	36			36			11	11	
	24	30	23-21	24	30	23-21	6	6	
	24	21	22-20	24	21	22-20	6	6	
ks	24	20	21-19	24	20	21-19	6-7	6-7	
	24	19	20-16½	24	19	20-16½	7	7	
	24	16½	18-14	24	16½	19-14	7	7	
	24	14	18½-10	24	14	18½-10	7	7	
8 Average Space } 36"	12	16	12	12	16	12	7	7	
Length amidships	46'	4½"		46'	4½"		7	7	
44 Average Space } 36	12	16	12	12	16	12	7	7	
Length amidships	44'	4"		44'	4"		7	7	
	18	30	20	18	30	30	7	7	
	14	feet		14	feet		7	7	
Ditto.....	20	30	20	20	20	20	7	7	
Ditto.....	12	feet		12	feet		7	7	
							4	4	
							4	4	

OUTSIDE PLANK.		THICKNESS.	
		In Ship.	Per Rule, or as Approved.
Garboard Strakes		11	11
Garboard to Bilge		6	6
Bilge Planks		6	6
Bilge to Wales		6-7	6-7
Wales		7	7
Topsides.....		7	7
Sheer Strakes.....		7	7
Plank Sheers		7	7
Water } Upper Deck.....	14 x 28	14 x 28	
Ways } Lower Deck.....	16 x 16	16 x 16	
Ditto, faying surface against Timbers	14	14	
Upper deck.....	5	4½	4½

INSIDE PLANK.		THICKNESS.	
		In Ship.	Per Rule or as Approved.
Limber Strakes		4	4
Bilge Planks		12	12
Ceiling in Flat		8	8
Ditto Bilge to Clamp ..	12-10	12-10	
Hold Beam Clamps ...	12	12	
Deck Beam Ditto	12	12	
Ceiling 'twixt Decks ...	8	8	
Hold Beam Shelves.....	12 x 24	12 x 24	
Deck Beam Ditto	16 x 16	16 x 16	

in beam of knees
in beam of knees

or Iron: also of Treenails.

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.	Copper or Iron in Ship.	Size required per Rule.
In.	In.	In.	In.	In.	In.
<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Transoms and throats of Hooks	<u>B.S.</u>	<u>1 1/2</u>
<u>Gal.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Arms of Hooks	<u>"</u>	<u>1 1/2</u>
<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Thro' Bilge and Limber Strakes	<u>"</u>	<u>1 1/2</u>
<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Thickstuff over Double Floors	<u>"</u>	<u>1</u>
<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Butt End Bolts	<u>Gal.</u>	<u>7/8</u>
<u>"</u>	<u>1</u>	<u>1</u>	Short Bolts in Ceiling	<u>B.S.</u>	<u>1 1/2</u>
<u>"</u>	<u>1</u>	<u>1</u>	Pintles of the Rudder	<u>"</u>	<u>4</u>
<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Hold Beam Waterway	<u>B.S.</u>	<u>1 1/2</u>
<u>Gal.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Bolts in Knees	<u>B.S.</u>	<u>1 1/2</u>
<u>B.S.</u>	<u>1 1/2</u>	<u>1 1/2</u>	Shelf or Clamp	<u>Gal.</u>	<u>1 1/2</u>
<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Waterway	<u>"</u>	<u>1 1/2</u>
<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Deck Beam Knees	<u>B.S.</u>	<u>1 1/2</u>
<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Bolts in Shelf or Clamp	<u>B.S.</u>	<u>1 1/2</u>
<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Nails or Bolts in Flat of Deck	<u>Gal.</u>	<u>1 1/2</u>
<u>"</u>	<u>1 1/2</u>	<u>1 1/2</u>	Treenails	<u>Loose</u>	<u>8</u>

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

onsist of Douglas Fir The First Foothooks of Douglas Fir

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

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

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

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

Douglas Fir and ditto. The Frame is 24 x 22 x 10 squared from First Foothook Heads upwards,

l Stern Post of Douglas Fir ditto. and 28 free from sap, and from thence downwards, the frame is 24 x 22 x 30

Hold Beams of Douglas Fir The double Frames are 1" drift bolted together to the Gunwale.

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

ce of Rudder of Ironbark Windlass of Metal (steam) 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.

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 chock.

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

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

g and Plank-sheers of Douglas Fir { Lower Deck of Douglas Fir

State of x me later N.B. If less than prescribed by the Rule, state whether general or partial,

the Planking are not less than 6 Feet 0 Inches. The Planking is wrought three strakes between, and without step-butting.

ial, in what part of the Ship. INSIDE.—The Limber-strakes and Bilge-strakes are of Douglas Fir

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

TS.—To Hold Beams 2 - 1 1/2" bolts through beam & shelf B.S. (clenched)

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

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

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

4 - 1 1/2" " " " " " " " " " " " " "

asthooks Four Pointers Three at each end Crutches

are of 7/8" Gal. in the Bottom 2 Bolts in each Butt End driven through and clenched.

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

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.

Builder's Signature

Gray's Harbor Motorship Corp.
M. R. Allard Mgr.

Surveyor's Signature

J. C. Kinghorn
W. P. Hollings

Surveyor to Lloyd's Register of Shipping

EQUIPMENT TONNAGE *NOMINAL 22440*

Letter Table 31.

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 Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
548	1st Bower	4985	2bs.		stackless			87220	2bs.			42	0	0	Rational	Cleveland	Cleveland
	2nd "											42	0	0		St. Casting Co.	3/4/1919 J. Don
	3rd "											35	2	0			
	Collector's weight											119	2	0			
	Stream											13	3	0			
	Kedge											6	2	7			
	2nd Kedge																

CHAIN CABLES.

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.	HAWSERS AND WARPS.					
				Supplied.	Per Rule.					Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms Size per Rule.	
51	210	1 1/2"	63-5-0 test 88-10-0388-1-1			240 - 1 1/2"	Std link Seattle Chain Co.		Seattle 17/19 G. Hastie		Towline	100	4"	33	100 - 4
						75 - 4 1/2"	Steel wire				Hawser				
											Warp	100	7"	20	90 - 7

Masts, Yards, &c., are in *good* condition, and sufficient in size and length.

Standing and Running Rigging is *nil* sufficient in size and good in quality.

Sails. *nil* Suit of *nil* Sails, and the following spare sails *nil*

Boats *1 Metallic life-boat 16 feet.*

Windlass, present state is *Efficient (Steam) Capstan*

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? *Rudder efficient Pumps to be supplied*

Cargo Hatchways.—How framed? *Four large mooring ports on each side at bottom of bulwark. Boamings form part of continuous deck*

If of extraordinary size, state how framed and secured? *No 1 - 19' x 18' No 2 - 20' x 18'*

What arrangement for shifting beams? *2 of 14' x 18" in Nos 1-2 x 3, 1 in No 4. Hatch, 2 Fore & afters 13' x 13" 15' x 16" } to each hatchway.*

Hatches, themselves, whether strong and efficient? *Yes*

Order for Special Survey, No. *165*

Date *Feb 26 1919*

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

Order for Ordinary Survey, No. *27*

Date *in Builder's Yard.*

General Remarks. This vessel has been built in accordance with the approved plans, the secretary's notes & in general conformity with the rules for the class contemplated. The hull is built throughout Douglas Fir, of good quality & free from sap. The keel is of 18" x 20" with 4" shoe. The keelsons of 20" x 20" in number, in long lengths with 12 ft. scarphs. The centre keelsons are secured by 4 - 1 1/2" bolts driven through floor & clenched over ring on outside & clenched over ring inside, also edge-fastened in alternate frame spaces, as per plan fastening where of iron, is galvanized. The 1st & 2nd garboards are secured by 1" bolts, 4 to each frame, also 1" fastening into keel & each other at alternate frame spaces. Remainder of planking over 10" in width with at least 2 screws & 3 greenails, & under 10" with spikes & 2 greenails. There are two 1/2" butt-bolts to each butt, driven through & secured. Two complete decks are laid, the upper being 4" & the lower 2". This is of 4" x 11" plate, spaced six feet centres & secured to chord-plate of 8" x 3" with two 1" rivets & at each intersection by one rivet. Decks bulkheads are braced by stiffeners of double knees, well fastened to both decks and to heads, also horizontal knees secured to bulkheads & bulkhead. Carbonium has been very freely applied to all parts of the vessel. The fitting of the machinery has been deferred until the vessel is completed as a hull only. The vessel is not salted in accordance with sec. 37. It will be laid up indefinitely. Hand-pumps require to be fitted and the moment to be supplied in full to obtain the figure 1 if at a later date the vessel is completed as a steamer.

Condition of Caulking of Bottom *Good*

Deck *Good*

and Waterways *Good*

When last done *July 31 1919*

Received by me, *J. B. Hinghorn & W. P. Hollings*

Surveyor to Lloyd's Register of Shipping.

New York AUG 26 1919

+ 12 A - Barge