

WED. NOV. 28 1917.

on the Auxiliary Tonn Screw 5 Masted Sch. "Santino" Master M Howard

Built at Aberdeen When built 1914 Launched Nov-26th 1914
 By whom built Grays Harbour S.S. Co. Owners Gaston Williams Wigmore
S.S. Corp^{rs},
 Port belonging to New York Destined Voyage New York.
 If Surveyed while Building, Afloat, or in Dry Dock Building

Feet.		Inches.	Feet.		Inches.	Feet.		Inches.
as per Section 39	268	0	Extreme Breadth Outside...	48	2 1/2	Depth of Hold	24	0
of Keel.....	250	0	Round of Beam.....		9	Depth from timber-strakes to under side of lower deck beam	12	0
						Depth, Moulded	26	9
						No. of Decks with Flat laid		one
						No. of Tiers of Beams		two

TINGS 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.			
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.		Ins.	
AND SPACE	32			32			Garboard Strakes	11	11
	12	24	19	12	24	19	Garboard to Bilge	5	5
thooks	12	19½	18	12	19½	18	Bilge Planks	6	6
to	12	19	17½	12	19	17½	Bilge to Wales	6	6
to	12	18	16	12	18	16	Wales	7	7
mbers	12	12	10	12	12	10	Topsides	7	7
No 65 Average Space }	16	16	12	16	16	12	Sheer Strakes	7	7
Teams, length amidships	44 ft.			44 ft.			Plank Sheers	6	6
No 60 Average Space }	16	14	14	16	14	14	Water } Upper Deck...	14 × 14	14 × 14
Teams, length amidships	42 ft.			42 ft.			Ways } Lower Deck...	16 × 18	16 × 18
	20	24	24	20	24	24	Ditto, faying surface against Timbers	16	16
s of Ditto	14 ft.			14 ft.			Upper deck	5	5
s	(nine.)	20	20	20	20	20			
s of Ditto	12 ft.			12 ft.					

Dimensions of Ship per Register.

Length 268.8 breadth 48.2 depth 24.0

INSIDE PLANK.	THICKNESS.	
	In Ship.	Per Rule or as Approved.
	Ins.	Ins.
Limber Strakes	✓	✓
Bilge Planks	14	14
Ceiling in Flat	10	10
Ditto Bilge to Clamp ..	12 × 14	12 × 14
Hold Beam Clamps ...	18	18
Deck Beam Ditto	18	18
Ceiling 'twixt Decks ...	12	12
Hold Beam Shelves	✓	✓
Deck Beam Ditto	✓	✓

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

	Copper or Zinc in Ship.	Iron in Ship.	Size required per Rule.		Copper or Zinc in Ship.	Iron in Ship.	Size required per Rule.		Copper or Zinc in Ship.	Iron in Ship.	Size required per Rule.
	Ins.	Ins.	Ins.		Ins.	Ins.	Ins.		Ins.	Ins.	Ins.
nee, and Deadwood abaft...		1 1/4	1 1/4	Transoms and throats of Hooks..		1 1/4	1 1/4	Hold Beam { Waterway		1 1/4	1 1/4
of Keel, No. 12		1 1/4	1 1/4	Arms of Hooks		1 1/4	1 1/4	Bolts in { Knees		1 1/8	1 1/8
Bolts through Keel at } Floor 4.....	1 1/4	1 1/4		Thro' Bilge and Limber Strakes		1 1/8	1 1/8	{ Shelf or Clamp ...		1 1/8	1 1/8
rough Heels of Timbers } st Deadwood 6..	1 1/4	1 1/4		Thickstuff over Double Floors ...		1 1/4	1 1/4	Deck Beam { Waterway		1 1/4	1 1/4
Bolts.....	1"	1"		Butt End Bolts.....		3/4	3/4	Bolts in { Knees		1 1/8	1 1/8
				Short Bolts in Ceiling.....		1 1/8	1 1/8	{ Shelf or Clamp ...		1 1/8	1 1/8
				Pintles of the Rudder.....		4	4	Nails or Bolts in Flat of Deck	Galv	1/2 x 10	1/2 x 10
								Treenails. 1 1/4.....Inches	Locust		

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

...consist of Douglas Fir The First Footbooks of Douglas Fir.

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

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

ider Keelson's are Douglas fir) N.B.—When less than prescribed by the Rules, state how many.

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

rod, of Douglas Fir ^{spec. from defects} and is ditto. The Frame is 24" x 19½ squared from First Foothook Heads upwards.

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

ck and Hold Beams of Douglas Fir - - - The Double Frames are through bolted together to the Gunwale.

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

The Butts of the Timbers are fitted close together; their thickness not

less than full depth of the entire moulding at that place.

The Frame is butt chocked with ✓ Butt at each end of the choek.

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

ie above named height to the Wales of Douglas Fir

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

cketting and Plank-sheers of Douglas Fir

cks of Douglas fir State of food.

fts. of the Planking are not less than 12 Feet 0 Inches. *N.B. If less than prescribed by the Rule, state whether general or partial.*

The Planking is wrought 4 Strakes between, and without step-buttng.

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

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

ENINGS.—To Hold Beams with Douglas Fir Langue Knees, through bolted and

clenched.

with Douglas Fir hanging knees and diagonal plate straps bolted

top of beams from side to side in way of each mast in lieu of

dgwig knees (shape 6"x1)

of Breasthooks 3 Pointers 3 Crutches 3

d Bolts are of 7/8 Galv'd iron in the Bottom one Bolts in each Butt End and through and clenched.

Limber Strakes *are* bolted through and clenched. Treenails of *Locust wood* How made *straight and engine turned*

iff over Double Floors are 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 British and Foreign Shipping

W775-0070

EQUIPMENT TONNAGE No 20500 Letter S. 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.
		Owts.	qrs.	lbs.	Owts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
314	1st Bower	46	1	0	Stockless			38.2				38	3	0	Balddt	Balddt Anchor	Chester PA 24/8/16
314	2nd "	45	3	6	"			39.2				38	3	0	"	"	R. Haverick
313	3rd "	39	1	9	"			34.5				33	2	0	"	"	"
	Collective weight	131	1	15								110	0	0			
311	Stream	14	2	10	Stockless			19.0							Balddt	Balddt Anchor	Chester PA 24/8/16
310	Kedge	8	3	20	"			12.0							"	"	R. Haverick
	2nd Kedge	Note			above anchors have been tested & certificates issued by the Bureau Veritas												

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.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
✓	240	1 5/16	67 1/2	479.2	397 1/2	240-1 5/16	Steel	Bradley		TOWLINE	90	4	33	90-4
										HAWSER	180	7		180-7
										WARP	180	6		180-6
Iron Stream Chain or Steel Wire ...	75	4/4	35			75-4/4	S.W.							

HAWSERS AND WARPS.

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. good - one Suit of fore & aft & one spare Sails, and the following spare sails One stay sail, one topsail and one fore & aft sail.

Boats 2 - 20 ft life, and one 15 ft dinghy.

Windlass, present state is efficient (Hesse, Martin, Wks. Portland) Canstan. Rudder efficient Pumps efficient (2 Hand, 8 Chambers, 1 Duplex 4" to 1 1/4" steam to pump room).

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? 3 freeing ports 24" x 18" and three scuppers each side

Cargo Hatchways. - How formed? Continuous deck stringer forming sides of hatchway. 24" high. State size 10'1" - 20'0" x 20'0"; 10'2" x 4' - 12'0" x 20'0"; 10'3" - 28'0" x 20'0"

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

What arrangement for shifting beams? not efficient Two R. 1. Three R. 3. One R. 2 & 4. 14' x 18"

Hatches, themselves, whether strong and efficient? yes Main Hatchways. - State size 28'0" x 20'0"

Order for Special Survey, No. 70
 Date 8th June 1914
 Order for Ordinary Survey, No. 1
 Date ✓
 No. 1 in Builder's Yard.

DATES of Surveys held while building, as per Section 35.
 1st. When the Frame is completed Sept 1st Oct 24th 1916
 2nd. When the Beams are put in, &c. Nov 26th 1916, Jan 12th, Feb 25th March 1917
 3rd. When completed and before the plank be painted or payed Total 6 visits.

General Remarks. At the request of the Owners, A general examination of the vessel was made on the above dates with a view of obtaining a classification in the Society Register. This vessel is constructed of Douglas Fir throughout and is of good quality and free from sap and the workmanship good. Two long steel plate straps 14" x 7/8 are fitted & secured to the outside of frames at the top sides in a parallel line with the sheer for 3/5 length thence in a diagonal line at the ends to within 6 ft of keel, two diagonal steel plate straps 6" x 1" are also fitted & secured to deck beams in way of each mast in lieu of lodging knees. The garboards are fastened to each floor with 4-1 1/8 x 28 galv bolts, and edge fastened into keel with 1 1/4" drift bolts in all frame space. The outside planking is fastened with 2 treenails & 2 galv spikes in each frame. The center keelsons are secured with 4-1 1/4" drift bolts thro floor to within 1" bottom of keel, the ass keelsons are also secured in like manner to 1" bottom of floor, edge bolted & clenched. The bottom ceiling fastened with 4-1 1/8 x 24 drift bolts, and the ceiling above with 2-1 1/8 clenched bolts and two drift bolts in each double frame, and also edge bolted 4 ft apart. The fuel tanks have been approved & tested by the American Steam Boat Inspection Association and provision has been made to prevent leakage from same coming in contact with the wood. The vessel has been salted from 6 ft below the upper deck to the bottom of keel. Midship section, profile, deck and rigging plans are herewith forwarded, as vessel built.

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 A 12 yrs "Salted"
 The Amount of the Entry Fee ... \$ 25.00 Fees applied for, 14.9.1917
 Special ... \$ 350.00
 Certificate ... \$ 436.35 Received by me, 15/4/18
 Travelling Expenses, if any, £ ✓

Committee's Minute

Character assigned

Note: 1st Salted
C.P.
Eg. L. S.

+ A1 - 12 yrs

+ Linc. 317

+ D.B. 317-110

L.P. Collings
 Surveyor to Lloyd's Register of British and Foreign Ships
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