

WOOD SHIP.

ROD NEW YORK July 2-1919		Date, First Survey July-2-1918		Last Survey	
No.	783	Survey held at Orange & Galveston		Master H. Dooley.	
on the Wood Screw Steamer "WATENNA"					
Tonnage under Tonnage Deck	2735.30	Built at Orange & Galveston.		When built	1919
Ditto of Spar Deck, or Awning Deck		By whom built		National Shipbldg Co.	Owners
Ditto of Poop, xxxxxx	365.19			Emergency Fleet Corporation.	
Ditto of Houses on deck	193.25	Port belonging to		Orange, Texas.	Destined Voyage
Ditto of Forecastle	89.91			New Orleans.	
Gross Tonnage	3343.50	If Surveyed while Building, Afloat, or in Dry Dock		Building.	
Crew Space, as per Rule	197.21				
Register Tonnage, cut on Beam	2036.22				
Engine Room	1069.92				
Register Tonnage, as a Steamer, {	2036.22				
cut on the Beam..... }					

Official Register Tonnage, as a Steamer, { cut on the Beam.....		2036.22		1) Starboard									
	Feet.	Inches.		Feet.	Inches.			Feet.	Inches.			No. of Decks with Flat laid	Two
Length as per Section 39	300	0	Extreme Breadth Outside...	49	3	Depth of Hold	26	5					
						Depth from limber-strakes to { under side of lower deck beam }	16	1				No. of Tiers of Beams	Two
Length of Keel.....	283	6	Round of Beam.....		8	Depth, Moulded.....	29	2					

Length of Keel.....	283	6	1	2	Bound or Beam.....				Depth, Moulded.....	29	2	2		
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.						
		Middle.	Ends.		Middle.	Ends.		In.	In.					
	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.					
SPACE.....	17	14½	12	17	14½	12	8 ✓	8			Length 298.6 breadth 49.9 depth 25.9			
	25½ ✓	30	20	25½	30	20	5 ✓	5			INSIDE PLANK.			
	17 ✓	30	22	17	30	22	5 ✓	5				In Ship.	Per Rule or as Approved.	
	17 ✓	22	20	17	22	20	4 ✓	4						
	17 ✓	20	18	17	20	18	7 ✓	7				Ins.	Ins.	
	17		10	17		10	7 ✓	7						Limber Strakes.....
	12½ ✓	15	10	12½	15	10	7 ✓	7				Bilge Planks.....	7 ✓	7
102 Average } Space }	36"	12½	15	10	12½	15	7	7				Ceiling in Flat.....	3¾ ✓	3¾
s, length amidships	45'-4"	15½	15½	15½	15½	15½	7	7				Ditto Bilge to Clamp..	7 ✓	7
96 Average } Space }	36"	6¾					7"x9"	7"x9"				Hold Beam Clamps ...	7 ✓	7
s, length amidship	45'-8"	15½	15½	15½	15½	15½	15½ x 15½	15½ x 15½				Deck Beam Ditto	7 ✓	7
	23½	x 9		23½	x 9		Water Upper Deck	12 x 12	12 x 12		Ceiling 'twixt Decks	7	7	
Ditto..... 6 Lengths		15½	15½		15½	15½	Ways Lower Deck	14 x 12	14 x 12		one 15x15 one 10x10 two 10x15			
Ditto..... 7' long	see sides						Ditto, faying surface against Timbers.....	29½	29½		one 12x14 one 12x14			
							Upper deck.....	4 ✓	4		one 12x12 two 12x12			
											Deck Beam Ditto	one 10x5 one 10x5		
..... Leather Copper Yellow Metal, or Iron; also of Treennails.														

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.			
	Copper or Y ^m in Ship.	Iron in Ship.	Size required per Rule.
	Inns.	Inns.	Inns.
and Deadwood abaft.....	1½ ✓	1½	
Keel, No.....	1½ ✓	1½	
Bolts through Keel at } or }	1½ ✓	1½	
gh Heels of Timbers } Deadwood }	1 ✓	1	
	1 ✓	1	
Transoms and throats of Hooks..			
Arms of Hooks			
Thro' Bilge and Limber Strakes			
Thickstuff over Double Floors ...	None	None	
Butt End Bolts.....	None	None	
Short Bolts in Ceiling.....	¾ ✓	¾	
Pintles of the Rudder.....	¾ ✓	¾	
Hold Beam } Bolts in {			
Waterway			
Knees.....			
Shelf or Clamp ...			
Deck Beam } Bolts in {			
Waterway			
Knees.....			
Shelf or Clamp ...			
Nails or Bolts in Flat of Deck			
Treenails.... 1½... Inches Live Oak, Engine Turned			

ING.—The Space between the Floor Timbers and Lower Foothooks is 10½ Inches. The Space between the Top-Timbers is 19 Inches.

ING.—The Space between the Floor Timbers and Lower Floor Joists consist of Yellow pine ✓ The First Foothooks of Yellow pine ✓
Yellow pine ✓ The Third Foothooks and Top Timbers of Yellow pine ✓

d Foothooks of Yellow pine The Shifts of the First and Second Foothooks are not less than 4 in.
Keelson is Steel and is free from all defects. *N.B.—When less than prescribed by the Rules, state how many.*

The rest of the Shifts of the Frame are Yellow pine ✓
Yellow pine ✓ squared from First Foothook Heads upwards

of Yellow pine ✓ and ditto.
and Stem Post of: Oak ✓ ditto.

and Hold Beams of Yellow pine ✓

The Butts of the Timbers are 9" close together; their thickness no
 less than 8 1/2" of the entire moulding at that place.

piece of Rudder of _____ The Frame is Treenailed chocked with _____ Butt at each end of the choek
l of Yellow pine ✓

ING OUTSIDE.—From the top of the Keel to two-fifths the depth of hold, the

above named height to the Wales 4" Yellow pine ✓

2 1/2" Yellow pine ✓

es and Black-strokes	7" Yellow pine	The Topsides and Sheel-strokes	{ Upper Deck 15½" x 15½" & 12" x 12" Lower Deck 14" x 15" & 8" x 12"
	7" Yellow pine ✓	The Water-ways	

SS. 4ⁿ Yellow pine M.Dk. ✓ State of Good -
3^d " " Bt. Dk. ✓ East 0 - Inches.

N.B. If less than prescribed by the Rule, state whether general or partial.

The Planking is wrought _____ Square _____ between, and without step-butting.

ING INSIDE.—The Limber-strakes and Bilge-strakes are 3 1/2" x 12" & 7" x 13 1/2" Yellow pine
Lower Hold and between Decks 7" x 13 1/2" Yellow pine Shelf Pieces and Clamps 15" x 15" & 10" x 10"

NINGS.—To Hold Beams Three vertical $1\frac{1}{4}$ " machine bolts through shell and waterways.

Fastened with four 1 1/2" machine bolts horizontally through waterways and

ams Yellow pine 15 $\frac{1}{2}$ " x 11 $\frac{1}{2}$ " Fastened with four 2 $\frac{1}{2}$ " screws
S.

Number of Breasthooks	5	Pointers	8	Crutches	None
through and clenched.					

End Bolts are of None in the Bottom None Bolts in each Butt End None
 Treenails of 1 1/2" White Oak. How made Engine Turned

General quality of Workmanship Very good.

Surveyor's Signature *J. B. Cram*
Surveyor to Lloyd's Register of Shipping.

Dr's Signature: Was [illegible] for up!
[illegible]
[illegible]

W94 - 0138

1891

ANCHORS.																
ANNAGE																
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.	Tons.	qrs.	lbs.			
22146 1st Bower	45	3	26	Stockless			39	17	2	0	45	0	0	Cast Steel Head	Baldt Anchor Co.	Chester, Pa.
22145 2nd "	45	2	4	"			39	14	1	14	45	0	0	Forged Iron Shank	"	10-18 N.A. Macken
22400 3rd "	36	0	18	"			33	5	2	14	38	0	0	"	"	10-18 "
Collective weight	127	2	20								128	0	0			11-18 "
21687 Stream	19	2	16	"							0	60	0	"	"	8-18 "
Kedge											6	3	12			
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.	Fathoms Size per Rule.
				Supplied.	Per Rule.									
30409	195	2"	100.8	47190		210-116	15" Stud- link	Jas. Mackay & Co McKees Rocks, Pa.	12-18 J.A. Tulley	TOWLINE	120	13"	120-12	120-12
34	15	2"	100.8	3485			"	McKees Rocks, Birmingham, Ala Pa.	5/19 Wm. Crawford	HAWSER	180	7	180-12	180-12
	210							Knoxville Iron Co Knoxville Tenn.		WARP		6		
Iron Stream Chain } or Steel Wire ... } 90 18 Manufactured in accordance with the Rules and Requirements of the American Bureau of Shipping.														

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

Standing and Running Rigging are sufficient in size and good in quality.

Sails. None Suit of None Sails, and the following spare sails.

Boats Two Metallic lifeboats - 24'-0" long:- Two wood workboats - 16'-0" long.

Windlass, present state is good Capstan Rudder good Pumps good

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?
Freeing ports fitted 5 on each side, 1Ft.25Tenths x 2Ft.6Tenths

Cargo Hatchways.—How formed? Heavy coamings State size 28'-3" x 14'-0"

If of extraordinary size, state how framed and secured? 15" x 14" and 12" x 10" mortized at corners bolted to deck girders.

What arrangement for shifting beams? Five portable beams running athwartship.

Hatches, themselves, whether strong and efficient? Yes Main Hatchways.—State size 28'-3" x 14'-0"

Order for Special Survey, No.		1st. When the Frame is completed	July-10th-1918.
Date	DATES of Surveys held while building,	2nd. When the Beams are put in, &c.	Aug-28th-1918.
Order for Ordinary Survey, No.	as per Section 35.	3rd. When completed and before the plank be painted or payed	Dec-6th-1918.
Date			
No.	"19" in Builder's Yard.		

General Remarks. The hull of this vessel has been constructed under Special Survey and in accordance with the approved plans:- The main keelson is of steel and is constructed of at the base four 15", 33# channels; at the sides four 10", 20# channels; at the top two 15", 33# channels and is fastened to each frame with nine 1 1/4" machine bolts through garboards; the lower deck shelf is fastened to each frame with three 1 1/2" bolts; lower deck waterways fastened through the frames with two 1 1/4" bolts; upper deck shelf is fastened with four 1 1/4" bolts and two 1" blunt bolts; upper deck waterways with two 1 1/4" bolts:- The sister keelson is fastened to each frame with two 1 1/4" bolts; garboards with three 1" bolts; planking two spikes and two treenails:- The vessel is also constructed with double diagonal planking 2 1/2" thick:- On account of all timbers on the inside being coated with a wood preservative the vessel was not salted:- The material and workmanship in her construction are both of good quality and the case is respectfully submitted for the Notation A for 10 years with record of survey 7,19. and subject to Special Survey every four years.

Lengths of cables reduced in accordance with the War Emergency Measure; hand pumps and kedge anchor are not supplied:- All anchors and cable chains were tested by the American Bureau Surveyors only.

Fore peak, after peak and deep tank were tested with water level with the top of the tanks only.

Present condition of Caulking of Bottom	Good	Deck,	Good	and Waterways	Good
If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled	No			When last done	
I am of opinion this Vessel should be Classed	A for 10 years.				
The Amount of the Entry Fee	\$ 25.00	Fees applied for,	July-16-1919		
Special	\$ 542.87	Received by me,	Sept 19 1919		
Freeboard Certificate	\$ 50.00				
Travelling Expenses, if any, \$	\$ 171.08				

Committee's Minute

Character assigned + 10 A- Subject (Stron) + hml. 7.19

W. J. Allen

New York JUL 22 1919

J. B. Grant
Surveyor to Lloyd's Register of Shipping.

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