

July 9-1919

# WOOD SHIP.

W974-0054

No. 851

Survey held at Seattle Wash.

Date, First Survey Oct 24 1914

Last Survey June 22 1919

on the wood single screw S.S. ALBERT METIN ex OLENDOER Master Ed. Lucas

Tonnage under Tonnage Law 1803.95

Ditto of Spar Deck or Awaiting Deck 415.06

Ditto of Poop 111.99

Ditto of Houses on deck 54.17

Ditto of Forecastle 2385.17

Gross Tonnage 162.63

Crew Space, as per Rule 32.37

Register Tonnage, as a Steamer, 763.25

Engine Room 1426.98

Register Tonnage, as a Steamer, 1426.98

Built at Seattle Wash. When built 1918

Launched Sept 4-1918

By whom built Anderson Shipbuilding Company

Owners French Govt.

Port belonging to Bordeaux

Destined Voyage France

If Surveyed while Building, Afloat, or in Dry Dock on stocks and in dry dock

Length as per Section 39	Feet. <u>259</u> Inches. <u>12</u>	Extreme Breadth Outside...	Feet. <u>44</u> Inches. <u>6</u>	Depth of Hold	Feet. <u>21</u> Inches. <u>4</u>	No. of Decks with Flat laid	<u>two</u>
Length of Keel	Feet. <u>255</u> Inches. <u>0</u>	Round of Beam	Feet. <u>8</u> Inches. <u>0</u>	Depth from limber-strakes to under side of lower deck beam	Feet. <u>11</u> Inches. <u>0</u>	No. of Tiers of Beams	<u>two</u>
				Depth, Moulded	Feet. <u>23</u> Inches. <u>9</u>		

S OF TIMBER.	IN SHIP.			REQUIRED PER RULE, 200 AS APPROVED.			THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.		In Ship.	Per Rule, or as Approved.	
		Middle.	Ends.		Middle.	Ends.			
PAGE	36			36					Length 257.8 breadth 44.5 depth 21.4
	12	30	22	12	30	22			
	12	21	20	12	21	20			
	12	16	15	12	16	15			
	12	13	12	12	13	12			
	12	11	10	12	11	10			
Average Space	5	11 1/2	14	12	11 1/2	14			
Length amidships	41	18		41	8				
Average Space	5	11 1/2	15 1/2	12	11 1/2	15 1/2			
Length amidships	39	feet.		39	feet.				
	20	24	24	20	24	24			
	12	feet.		12	feet				
	2	20	20	2	20	20			
	2	18	20	2	18	20			
	10	feet.		10	feet.				
OUTSIDE PLANK.									
Garboard Strakes	9 1/2	18	9 1/2						
Garboard to Bilge	5	11 1/2	5						
Bilge Planks	6	11	5						
Bilge to Wales	6 1/2		6 1/2						
Wales	6 1/2		6 1/2						
Topsides	6 1/2		6 1/2						
Sheer Strakes	6 1/2		6 1/2						
Plank Sheers									
Water } Upper Deck	11 1/2	15 1/2	11 1/2	15 1/2					
Ways } Lower Deck	11 1/2	15 1/2	11 1/2	15 1/2					
Ditto, faying surface against Timbers	11 1/2		11 1/2						
Upper deck	4		4						
INSIDE PLANK.									
Limber Strakes	8 1/2		8 1/2						
Bilge Planks	13		13						
Ceiling in Flat	8 1/2		8 1/2						
Ditto Bilge to Clamp	9 1/2		9 1/2						
Hold Beam Clamps	11 1/2		11 1/2						
Deck Beam Ditto	11 1/2		11 1/2						
Ceiling 'twixt Decks	9 1/2		9 1/2						
Hold Beam Shelves	11 1/2		11 1/2						
Deck Beam Ditto	13 1/2		13 1/2						

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

	Copper or Yellow Metal in Ship.			Size required per Rule.		Copper or Yellow Metal in Ship.			Size required per Rule.		Copper or Yellow Metal in Ship.			Size required per Rule.
	In.	In.	In.			In.	In.	In.			In.	In.	In.	
Deadwood abaft	<u>✓</u>	<u>1</u>	<u>3/8</u>	<u>1</u>		Transoms and throats of Hooks	<u>✓</u>	<u>1</u>	<u>1/2</u>		Hold Beam Waterway	<u>✓</u>	<u>1</u>	<u>1/2</u>
Keel, No. 10	<u>✓</u>	<u>1</u>	<u>3/8</u>	<u>1</u>		Arms of Hooks	<u>✓</u>	<u>1</u>	<u>1/2</u>		Bolts in Shelf or Clamp	<u>✓</u>	<u>1</u>	<u>1/2</u>
through Keel at	<u>✓</u>	<u>1</u>	<u>3/8</u>	<u>1</u>		Thro' Bilge and Limber Strakes	<u>✓</u>	<u>1</u>	<u>1/2</u>		Deck Beam Waterway	<u>✓</u>	<u>1</u>	<u>1/2</u>
Heels of Timbers	<u>✓</u>	<u>1</u>	<u>3/8</u>	<u>1</u>		Thickstuff over Double Floors	<u>✓</u>	<u>1</u>	<u>1/2</u>		Bolts in Shelf or Clamp	<u>✓</u>	<u>1</u>	<u>1/2</u>
Deadwood	<u>✓</u>	<u>1</u>	<u>3/8</u>	<u>1</u>		Butt End Bolts	<u>✓</u>	<u>1</u>	<u>1/2</u>		Nails or Bolts in Flat of Deck	<u>✓</u>	<u>3/8</u>	<u>7/8</u>
	<u>✓</u>	<u>1</u>	<u>3/8</u>	<u>1</u>		Short Bolts in Ceiling	<u>✓</u>	<u>1</u>	<u>1/2</u>		Treenails	<u>✓</u>	<u>3/8</u>	<u>7/8</u>
	<u>✓</u>	<u>1</u>	<u>3/8</u>	<u>1</u>		Pintles of the Rudder	<u>✓</u>	<u>3</u>	<u>1/2</u>					

IG.—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 Foothooks of Douglas Fir

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

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

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

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

Douglas Fir and ditto. The Frame is 24x22x10 squared from First Foothook Heads upwards,

id Stern Post of Douglas Fir ditto. and is free from sap, and from thence downwards, the frame is

id Hold Beams of Douglas Fir The double Frames are through bolted together to the Gunwale.

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

ee of Rudder of Iron Windlass of Iron The Butts of the Timbers are fitted sq. close together; their thickness not

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

IG OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is of Douglas Fir. The Frame is not choiced with square Butt at each end of the chock

bove named height to the Wales of Douglas Fir

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

ting and Plank-sheers of Douglas Fir The Water-ways Upper Deck Douglas Fir

of Douglas Fir State of good and clear Lower Deck Douglas Fir

of the Planking are not less than 8 Feet 8 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-buttting.

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

g, Lower Hold, and between Decks of Douglas Fir Shelf Pieces and Clamps are of Douglas Fir

INGS.—To Hold Beams are fastened to sides of vessel by means of double shelf

below and doubly waterways on top and through fitted and clinched

giving knees fitted to half beams and carlings of waterways are through

as fast fastened at ends with double shelf pieces below and doubly

waterways on top through fitted and clinched as per plans, half beams

fastened to carlings with Douglas Fir lodging knees through

Number of Breasthooks two Pointers two Crutches ✓

Butt End Bolts are of 3/4" galv. in the Bottom one Bolts in each Butt End one space one through and clinched.

Bilge and Limber Strakes 4 bolts 2 bolted through and clinched. Treenails of Nickory How made machine turned

Thickstuff over Double Floors 4 bolts bolted through and clinched. General quality of Workmanship good

We certify that the above is a correct description of the several particulars therein given.

Anderson Shipbuilding Corporation Surveyor's Signature W. C. Guttering H. P. Collins

Builder's Signature by W. Hall, Secy. Surveyor to Lloyd's Register of Shipping



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EQUIPMENT *Numeral* *19132 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.	cwts.	qrs.			
223	1st Bower .....	39	1	0	Stockless	35	5	2	4	38	3	8	Admiral	Columbia	2 W. Lawson	11/1	
111	2nd " .....	38	3	16	"	35	0	3	21	38	3	0	"	"	"	8/	
219	3rd " .....	32	3	8	"	30	15	2	14	32	2	0	"	"	"	4/	
	Collective weight	110	3	24	✓					110	0	0					
234	Stream .....	13	2	18	"	15	50	3	21	12	5	0	"	69°	"	27/	
228	Kedge .....	7	2	20	"	9	18	2	14	6	2	14	"	69°	"	20/	
	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
				Supplied.	Per Rule.									
15	240	1 13/16	59.2.20	421.3.4	397.3.6	240.1 13/16	Steel	Seattle C. Co. Seattle Alex. King	" 11/18/19	TOWLINE	90	3 1/2	35	4-90
										HAWSER	2-90	7"	2-90-	
										WARP	2-90	6"	2-90-	
	75	3 1/2	35			75-1 1/4	Wire Ropeling - Seattle Alex. King	" 11/18/19						

Masts, Yards, &c., are in *good* condition, and sufficient in size and length.  
Standing and Running Rigging *good* sufficient in size and *good* in quality.  
Sails. *Suit of* Sails, and the following spare sails:  
Boats *2-24 feet metallic life boats & one 16 foot dinghy.*  
Windlass, present state is *new & efficient.* Capstan *efficient.* Rudder *from back stock* Pumps *10 x 8 x 12 - 4" stroke*  
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 through wash board 3" high between every stanchion in way of well deck*  
Cargo Hatchways.—How formed? *Roaming 18' x 18" + 12' x 16"* State size *No. 1-23.4' x 14' No. 2-23.6' x 14' No. 3-11.6' x 14' No. 4-12.2' x 14'*  
If of extraordinary size, state how framed and secured?  
What arrangement for shifting beams? *No. 1 and 2. 2 strongbacks 14' x 18" + 3 9' x 14' No. 3 + 4 - 1 strongback 14' x 18" + 3 9' x 14' No. 5 - 1 strongback 14' x 18" + 3 9' x 14'*  
Hatches, themselves, whether strong and efficient? *yes.* Main Hatchways.—State size *23.6' x 14.1'*

Order for Special Survey, No. *91*  
Date *Sept 21 1914* DATES of Surveys held while building, as per Section 35.  
Order for Ordinary Survey, No.   
Date   
No. *7* in Builder's Yard.  
1st. When the Frame is completed *1914. Oct 29. Nov 6. Dec 8. 24. 1918 Jan 2. 15. 25. Feb 5. 13. Apr 9. 23. Apr 19. 24. May 8. 6. 23. 28. June 12. July 2. 14. 23. 29. Aug. 6. 20. Sep 4. 10. 16. Oct 3. 7. 14. Nov 4. Dec 5. 16. 1919 Jan 3. 7. 16. Apr 19. Apr 8. 10. 22. 24. May 28. June 4. 5. 10. 17. 20. 22. Total 48.*  
2nd. When the Beams are put in, &c.  
3rd. When completed and before the plank is painted or payed

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 the class contained therein. The fastenings of the outside planking where of iron is galvanized, the garboards are fastened to each floor with 4-7/8" x 22" galv. iron button headed bolts and edge bolted into the keel with 7/8" bolts at every alternate frame space the outside planking 10" in width and less is fastened with 2 spikes and 2 trenails and planks over 10" wide with 2 spikes and three trenails at every frame. Inside planking from keelsons to main deck beams is edge bolted at every frame space with 1" drift bolts and 2-1" clinched bolts at every frame and 2-1" drift bolts with button heads are fitted through all thick ceiling at every frame and 8" ceiling of floor is fastened with 4-7/8" button headed bolts. Keel and keelsons have 4-1 1/8" bolts through and clinched and assisted with keelsons 4-1 1/2" bolts through and clinched at every frame. Bottom tier of keelsons are fastened horizontally with 1 1/4" through clinched bolts at every space. A 5" x 12" steel straps are fitted fore and aft at deck line and run diagonally down at ends to fore foot and heel of girders. 4-7/8" countersunk bolts are fitted at every frame. The salting of this vessel has been carried out in accordance with section 37 of the rules except the salting of the beams. The approved plans are herewith forwarded.*

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 A-1. salted.*  
The Amount of the Entry Fee ... \$ *25.00* Fees applied for, *July 3 1919*  
Special ... \$ *423.15* Received by me, *15/1/19 7/10/19*  
Certificate ... \$ *29.00*  
Travelling Expenses, if any, \$ *new York \$ 14.00*  
Committee's Minute *New York JUL 1 5 1919*

Character assigned *+12 A1 subject*  
*note: Arch*  
*Eph S*  
*Salted*  
*Dec 4*  
*+ Lm.C. 6.19*  
*17/1/19*  
ROLL CERTIFICATE  
DATE 10.9.19

