RECORDATION OF SIX (6) VESSELS
IN CONNECTION WITH THE
NEW YORK AND NEW JERSEY HARBOR NAVIGATION STUDY
UPPER AND LOWER BAY
PORT OF NEW YORK AND NEW JERSEY
STATEN ISLAND, RICHMOND COUNTY, NEW YORK
ELIZABETH, UNION COUNTY AND
BAYONNE, HUDSON COUNTY, NEW JERSEY

PREPARED FOR:
U.S. Army Corps of Engineers
New York District
New York, New York

UNDER SUBCONTRACT TO:
Matrix Environmental and
Geotechnical Services, Inc.
East Hanover, New Jersey

PREPARED BY:
Panamerican Consultants, Inc.
Memphis, Tennessee

VOLUME II: APPENDICES
FEBRUARY 2008
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Andrew Lydecker

Prepared for:
U.S. Army Corps of Engineers,
New York District

Contract No. DACW51-01-D-0015
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Under Subcontract to:
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Request for Proposal
For
Recordation of Six (6) Vessels
In Connection with the
New York and New Jersey Harbor Navigation Study
Upper and Lower Bay
Port of New York and New Jersey
Staten Island, Richmond County, New York
Elizabeth, Union County and Bayonne, Hudson County, New Jersey

I. Introduction

The New York District, U.S. Army Corps of Engineers (Corps), is proceeding with studies in connection with the New York and New Jersey Harbor Navigation Study. As per stipulation 1 (A) of the signed Memorandum of Agreement (MOA) a remote sensing survey was conducted along the channel edge of the Ambrose, Anchorage, Kill Van Kull, Arthur Kill And Newark Bay Channels. The remote sensing survey identified 93 magnetic anomalies and 24 sidescan sonar images (Lydecker and James 2003a). Of those targets, just 28 magnetic anomalies and 11 sidescan images were determined to be potential cultural resources. The nature and National Register of Historic Places (NRHP) eligibility of the 39 targets were evaluated through a diving survey and five vessels were determined to be eligible resources. Vessel SS16b was not initially considered eligible but based on a request by the New York State Historic Preservation Office to reconsider the evaluation this vessel was also determined significant bringing the total to six eligible vessels. Due to the nature of this project these resources cannot be avoid through project redesign and mitigation must be undertaken. Based on recommendations offered in the evaluation report, a Standard Mitigation Agreement was developed that outlines the mitigation measures the Corps must undertake (Attachment 1). This scope of work addresses those mitigation measures.

As reflected in this scope of work, the Corps’ will record the six vessels determined to be NRHP eligible (Attachment 2). This mitigation will be accomplished by recording each vessel through diving, if necessary, or recording the vessels at low tide, by an experienced maritime archaeologist. Also included in this scope is the task to determine if portions of Vessel SS16b, based on research and field investigations, are suitable for salvaging and curating for display in a maritime museum. If determined appropriate for salvaging, recommendations will be made as to the parts to be salvaged and conserved. Preliminary plans and associated costs will be developed to undertake a salvage and conservation effort.
II. Project Background

A. Project Area

The overall plan is to deepen the main channels in the Harbor to 50 feet. To do so will require widening of the channels. This action has the potential to impact any shipwrecks that might be located along the current channel edges. The widening is anticipated to be approximately 30 feet on each side of the channel but 100 feet on each side of channel was surveyed for cultural resources. Dredging in Ambrose Channel will extend to 2500 feet east of the channel’s current terminus. Two eligible resources, Shooters Island V2 and Shooters Island SS16b, are located on Shooters Island. The remaining resources, KVK V33, KVK V36, KVK V37 and KVK V38 are located on the Kill Van Kull shoreline of Staten Island. Only Vessel Shooters Island V2 is located in the waters of the State of New Jersey, the rest lie within New York State.

III. Previous Research

The six vessels to be recorded under this scope of work were evaluated through an underwater survey by Panamerican Consultants, Inc. in the summer of 2003 (Lydecker and James 2003b). Vessels KVK V33, KVK V36 and KVK V37 were also surveyed as part of the Corps’ Collection and Removal of Drift Project and were determined significant (Raber, et al, 1996; James 1999). Vessel KVK38 was not evaluated through the previous surveys. Shooters Island V2, a floating dry dock, was evaluated in the late 1970s and early 1980s (Brouwer 1981; Kardas and Larabee 1985) and was at that time determined not significant, but as twenty years have passed, the vessel was reevaluated and determined significant. Shooters Island SS16b was not previously studied.

The remote sensing survey that identified the potential resources later examined through diving was conducted in 2002 along all channels considered for deepening. In most locations, the survey area covered from channel edge to 100 feet landward of the edge. In certain areas the 100-foot coverage was not possible due to shallow water depth or the presence of moored vessels. Two small areas, one near the Bayonne Bridge and the other at the entrance to Newark Bay, were not surveyed at all due to on going blasting by the Corps that presented a safety issue. The report containing the results of the remote sensing work is listed below. The report also includes a summary of previous work conducted in the Harbor, in particular cultural resource studies that were conducted as part of the Corps’ Collection and Removal of Drift Project.

Brouwer, Norman

Kardas, Susan and Edward Larabee
IV. Contractor Services and Required Investigations

A. The general services to be provided under this contract are those required to conduct, in the timetable and areas specified below, recording of six historic vessels located along the Staten Island and Shooter's Island shorelines, New York and New Jersey Harbor to satisfy the Corps' Section 106 requirements.

B. The Contractor shall be responsible for conducting in the manner prescribed, the investigation detailed below. Failure to fully meet the fieldwork and reporting requirements of this Scope of Work may be cause for termination of work for default of the contract, or for an evaluation of unsatisfactory upon completion of the project.

C. This Work Order requires the completion of the following tasks:

Task 1. - Background Research:

The Contractor shall conduct background archival research on the six (6) resources under study. This research shall be conducted to ascertain the history of the individual vessel as well as a history of the vessel type to determine how the example under study fits within a historic context. This work may include consulting with individual knowledgeable about maritime resources such as staff at the South Street Seaport Museum.

Task 2. - Develop a Dive Plan and Health and Safety Plan:

a. The Dive Plan and Health and Safety Plan shall serve as a safety plan and research strategy for the underwater water work as well as the work on vessels accessible at low tide. The Dive Plan and all diving will comply with Regulation No. 385-1-93 of the Safety Contract Diving Operations Requirements (Corps 1991; Appendix A), Occupations Safety and Health Standards 29 CFR 1910, EM 385-1-1, "Safety and Health Requirements Manual" dated 3 November 2003 (Section 30 and Appendix O) and the
U.S. Diving Manuals, Volume I and II, and all other applicable regulations and guidelines.

b. The Dive Plan will be reviewed by the District’s Agency Diving Coordinator (ADC) and the Health and Safety Plan will be reviewed by the District’s Health and Safety Officer. **District acceptance of the Dive Plan and Health and Safety Plan must be obtained before any fieldwork is undertaken.**

c. Both Plans will also indicate the location of the resources to be recorded and provide an overall research strategy for conducting the work.

**Task 3. - Recordation of Vessels:**

This task includes the mobilization and demobilization for the survey.

I. The vessels to be recorded, and level of recordation, are as follows:

a. **KVK Vessel 33. Menhaden Fishing Trawler.** Accessible only by water and best at low tide, it is recommended that Vessel 33 receive complete recordation. Architectural documentation should include the profile, the plan view of the deck, and the longitudinal cross section of the vessel, all of which can be obtained during low tide by non-diving personnel. Diving aspects of the recordation should include recordation of the stern, including rudder and propulsion, and the bow. Photo documentation in the form of 35 mm and video should also be undertaken. Archival research specific to Vessel 33 should also be included.

b. **KVK Vessel 36. Wooden Hydraulic Dredge.** Accessible only by water and best at low tide, it is recommended that Vessel 36 receive partial recordation. Architectural documentation should include recordation of basic dimensions. Photo documentation in the form of 35 mm and video.

c. **KVK Vessel 37. Paul E. Thurlow.** Four-Masted Schooner. Accessible only by water and best at low tide, it is recommended that Vessel 37 receive complete recordation. Architectural documentation should include a plan view of the hull outline, deck stanchions, and holds. Diving aspects of the recordation should include recordation of the stern, including rudder, and the bow. Photo documentation in the form of 35 mm and video should also be undertaken.

d. **KVK Vessel 38. Floating Drydock.** Accessible only by water and best at low tide, it is recommended that Vessel 38 receive complete recordation. Architectural documentation should include major dimensions, a plan view of the remaining hull, deck stanchions, bulkheads, framing, and the location of any remaining machinery. Since most of the original deck planking is no longer in place, thus allowing access to the internal structure of the pontoon, at least one cross section including internal strengthening of the pontoon should be included. Photo documentation in the form of 35 mm and video should also be undertaken.
c. Shooters Island Vessel 2. Floating Drydock. Accessible only by water, it is recommended that Vessel 2 receive complete recordation. Architectural documentation should include the profile, the plan view of the deck, and longitudinal cross sections of the vessel along both the centerline and through at least one of the wings. Also, at least one cross section should be obtained including both wings and the location of internal bracing, and remaining machinery, if safe access is possible. Most of the above documentation should be obtainable by non-diving personnel. Photo documentation in the form of 35 mm and video should also be undertaken.

d. Shooters Island Vessel SS16b: Unidentified Type; Composite Construction. Accessible only by water, it is recommended that Vessel SS16b should be fully recorded. Photo documentation in the form of 35 mm and video should also be undertaken.

Task 4. – Prepare Salvage and Conservation Plan:

Should research and field investigations undertaken as per Tasks 1 and 3 conclude that Shooters Island Vessel SS16b in fact represents a unique and innovative technology as suggested by evidence so far, the Corps will undertake an effort to identify a repository interested in curating selected portions of the vessel, if found to be salvageable through further field investigations. The Contractor shall determine if any portions of the vessel, such as propeller or section of the composite construction, are worthy of salvage. If such sections are identified, the sections should be clearly marked on drawings. A verbal description of the sections shall be included and justification as to why the pieces should be saved. Based on field conditions a plan should be developed to guide the salvaging and storage of such pieces. A plan should also be developed that describes the process and time needed to conserve the selected pieces and provides a range of costs associated with the conservation effort.

Task 5. – Data Analysis:

Conduct data analyses in order to synthesize the results of the recordation. In addition to discussions in the text of the report, the data will be presented as follows:

a. A project area base map, outlining clearly and accurately, the inspection area on the appropriate portion of the relevant USGS 7.5' topographic quad sheet, with the name of the quad sheet clearly indicated in the map title and year of issue.

b. Base map(s), delineating the location of all underwater inspections conducted, and the project baseline.

c. Drawings of all vessels shall be presented at a scale appropriate to convey the required detail and information. Photographs of the vessels shall include overview shots as well as close-up views of key features.

d. An exact navigational record of the location and water depth of the targets will be made.
Task 6. - Report Preparation

a. The Contractor will prepare a detailed draft and final report to the standards specified in Section V below. The New York District’s Environmental Analysis Branch will be provided with four copies of the draft report for review. The draft reports should include scanned or digital photographs. The District, New Jersey Historic Preservation Office (NJHPO), New York State Office of Parks, Recreation and Historic Preservation (NYSOPRHP), and New York City Landmarks Preservation Commission (NYCLPC) will review the draft report. All comments on the report will be transmitted to the Contractor for incorporation into the final report. The Contractor will submit (fifteen) 15 copies of the final report, including five copies, with original photographs (one copy with original photographs will be unbound), the photographic negatives and a list identifying each, a copy of all notes and data, and any reports provided by the New York District to the Contractor. If digital photography is employed, CD ROMs containing files of all images must be included in a pocket bound to three (3) copies of the final report.

CD ROMs containing files of all DRAWINGS and PHOTOGRAPHS must be included in a pocket bound to three (3) copies of the final report.

b. The Dive Plan and Health and Safety Plan, prepared as Task 2, and the interim report, prepared as Task 3(f), will be included in the Draft and Final Reports as Appendices.

c. The draft reports will be reviewed by the New York District, NJHPO, NYSOPRHP and NYCLPC. All comments will be provided to the Contractor, who will make revisions to the Draft. The Final Report will address all comments received from the District.

Task 7. – Project Management:

Project Management will ensure that all requirements of this Scope of Work are fulfilled and that there is timely submission of all reports.

D. The Contractor will provide a safe working environment for all persons in his/her employ as prescribed by 29 CFR 1910 EM 385-1-1, "Safety and Health Requirements Manual" dated 3 November 2003; the U.S. Navy Diving Manuals, Volumes I and II; and applicable U.S. Army Corps of Engineers regulations. The Contractor will be responsible for all damages to persons and property that occur in connection with the work and services under this Contract, without recourse against the Government. The Contractor is responsible for having adequate insurance coverage for all activities required under this Contract. The dates for the dives must be coordinated with the New York District. A New York District Dive Coordinator may be required to be on site during the investigations.

E. The Contractor will provide the Corps with an interim report upon conclusion of the underwater investigations. This update will summarize the results of the investigations based upon field observations and brief the District on the data gathered by this
fieldwork. This interim report should include the evaluation of the feasibility of salvaging portions of vessel SS16b.

V. Report Format and Content

A. The draft and final reports will have the following characteristics:

1. Draft and final copies of the report of investigations shall reflect and report the analysis outlined in the Required Investigations section above (Section IV). They shall be suitable for publication and be prepared in a format reflecting contemporary organizational and illustrative standards of professional archaeological journals. The draft report will be revised to address all review comments.

2. The report produced by a cultural resources investigation is of potential value not only for its specific recommendations, but also as a reference document. To this end, the report must be a scholarly statement that can be used as a basis for any future cultural resource protection.

B. The draft and final reports shall contain the following components:

1. The Title Page of the report will state the title of the cultural resource study and the study level as indicated in the title of this Scope. The report title will specify whether the report is draft, revised draft, or final. The Title Page will also bear an appropriate inscription indicating authorship, the name and organizational affiliation of the Principal Investigator, and that the report was prepared for the U.S. Army Corps of Engineers, New York District. The source of funds used to conduct the reported work, the title and number of the contract and work order, and the date (month, year) the report was submitted will also be inscribed.

2. If the report has been written by someone other than the contract Principal Investigator, the cover and title page of the publishable report must bear the author's name and organizational affiliation as well as the inscription "Prepared Under the Supervision of (Name), Principal Investigator". The Principal Investigator is required to sign the original copy of the report. In addition, the Principal Investigator must at least prepare a forward describing the overall research context of the report, the significance of the work, and any other related background circumstances relating to the manner in which the work was undertaken.

3. A Management Summary of the findings, conclusions and recommendations of the study, appearing in front of the report and suitable for publication as an abstract. This should consist of a brief, quotable summary useful for informing the technically-oriented professional public of what the author considers to be the contributions of the investigations. The summary will also include the project name, type, location [county(ies) and municipality(ies) involved], and size as well
as the review authority. The location of the report copies should also be indicated. This will minimally be the files of U.S. Army Corps of Engineers, New York District, New Jersey State Historic Preservation Office, the New York State Office of Parks, Recreation and Historic Preservation, and the New York City Landmarks Preservation Commission.

4. A Table of Contents, including lists of all figures, plates, and tables presented in the report.

5. An Introduction stating the purpose of the cultural resources investigation and containing a general statement as to the type of evaluation conducted, regulatory authorities, and a summary of the findings and recommendations.

6. Background Research sufficient to assess potential eligibility and provide an historic context for wrecks. This section will include, but not be limited to the following elements:

   a. A Brief Description of the Environmental Setting, relating specifically to historic or environmental factors affecting the location of submerged objects, such as military ordinance or shipwrecks, in the project area.

   b. A Critical Review of Documentary and Background Research, including a brief summary of relevant historic events and sites in the project area vicinity and previous archaeological and historical research conducted in this area.

7. Research Design, which will include a description of the objectives and theoretical context, and any specific research questions. The Dive Plan will be referenced in this section.

8. Methods, which will make explicit the manner in which data were collected and analyzed and the identifications of any problems encountered during the investigations.

9. Field Results synthesizing all findings and the results of analyses. To the extent possible, the reasons for further investigation of a resource should be stated. If cultural resources are located which are not worthy of additional investigation to the National Register, then these reasons should also be stated.

10. Recommendations discussing the need for, or lack of need for, further cultural resources assessment, and the appropriate means of performing that assessment.

11. Sources section listing all references, citations, and consulted sources both within the text and within any appendices. This list must be in the format used by
professional North American archaeological journals (i.e. *American Antiquity*). Primary sources, personal communications, and other pertinent sources shall be annotated.

12. **Appendices** consisting of the Dive Plan, Health and Safety Plan, the interim report, instrument logs, and relevant field records.

C. The draft and final reports shall comply with the following format requirements:

1. **Page size and format.** Each report shall be produced on 8 1/2 x 11 inch paper, single spaced, with double spacing between paragraphs.

2. All text pages, figures, tables, and appendices must be consecutively numbered.

3. The text print must be letter quality printed on archivally stable paper.

4. **Graphic presentation format:**

   a. All pages, including graphic presentations, will be numbered sequentially. All figures, maps, tables, etc., will follow their reference in the text.

   b. All tables shall have a number, title, appropriate explanatory notes and a source note.

   c. All figures shall have a title block containing the name of the project, county, and state.

   d. All maps shall display a north arrow, title, graphical scale, year of publication (and year of revision, if appropriate) and key, whenever applicable.

   e. All graphic presentation, including maps, charts, and diagrams, shall be referred to as "figures". All figures must be numbered and cited by number within the body of the text. All figures, etc., will follow their references within the text.

   f. Graphic presentations will include, but not be limited to,

      1. a portion of the appropriate U.S.G.S. quadrangle showing the limits of the project area; and

      2. sketch drawings and photographs showing the visible targets as they appear.
5. **Photographs** will be glossy black and white prints, no smaller than 5 x 7 inches. Photographic illustrations should be securely mounted by use of an archivally stable mounting medium. They should be fully captioned on the reverse in case they should be removed from the report. Photographs should appear on the facing page of the subject they illustrate. Photographs should be counted as "Figures" in a single running series of illustrations.

**VI. Project Schedule**

A. The Contractor will contact the New York District upon official notice of work order award. The Contractor shall submit the dive plan to the New York District ten working days after the award of the work order is issued. Fieldwork will begin within ten working days of the Districts’ approval of the dive plan. The Contractor shall furnish three copies of the interim report to the District ten working days after the completion of the underwater inspections. This report will briefly detail the results of this work and include an analysis of the feasibility of salvaging portions of SS16b.

B. Four copies of the draft report, complete with all necessary maps and figures shall be submitted 90 working days after the Contractor’s receipt of the approval of the dive plan.

C. The draft report will be reviewed by the New York District, NJHPO, NYSOPRHP, and the NYCLPC. Comments from these agencies shall be returned to the Contractor, along with any comments pertinent to textual changes or deficiencies. Upon receipt of review comments from the New York District, the Contractor will have 30 working days to incorporate the comments into the final report.

D. The Contractor will submit (fifteen) 15 copies of the final report, including five copies, with original photographs (one copy with original photographs will be unbound), the photographic negatives and a list identifying each, a copy of all notes and data, and any reports provided by the New York District to the Contractor. If digital photography is employed, CD ROMs containing files of all images must be included in a pocket bound to three (3) copies of the final report. CD ROMs containing files of all DRAWINGS must be included in a pocket bound to three (3) copies of the final report.

**VII. Fiscal Arrangements**

A. Partial payment of the total amount allocated will be dispersed upon the receipt and acceptance of invoices. Invoices will be submitted monthly and with the Dive Plan, the Interim Report and the Draft Report. The total amount of these invoices shall not total more than 90% of the agreed work order amount. The remaining 10% of the agreed work order amount shall be paid upon the receipt and approval of the final report, photographs, original figures, etc. and the receipt of the final invoice.

B. Payments will be made in accordance with the "Prompt Payment" section in the base contract.
C. Scheduled completion date for the work specified in this Scope of Work is 30 September, 2004.

VIII. Additional Work Order Requirements

A. Agencies, institutions, corporations, associations, or individuals will be considered qualified when they meet the minimum criteria given below. In addition to the cost proposal, vitae for the Principal Investigator and main supervisory personnel must be submitted in support of their academic and experiential qualifications for their intended positions, if they have not been included in the original contract proposal.

1. Archaeological Project Director or Principal Investigator (PI). For investigations required by this Scope, the Principal Investigator position must be filled by an archaeologist who specializes in underwater/nautical archaeology as defined below. Persons in charge of an archaeological project or research investigation contract, in addition to meeting the appropriate standards for archaeologist, must have a doctorate or an equivalent level of professional experience as evidenced by a publication record that demonstrates experience in project formulation, execution, and technical monograph reporting. Suitable professional references may also be made available to obtain estimates regarding the adequacy of prior work. If prior projects were of a sort not ordinarily resulting in a publishable report, a narrative should be included detailing the proposed project director's previous experience along with references suitable to obtain opinions regarding the adequacy of this earlier work. The Principal Investigator must have at least one (1) year supervisory experience in underwater archaeology.

2. Underwater/Nautical Archaeologists. In addition to meeting the formal qualifications for an underwater or nautical archaeologist specified here, individuals filling this position must also meet the qualifications for divers as defined below. The underwater/nautical archaeologist will have at least one (1) year of supervised experience in marine archaeology, including extensive underwater training. The individual must have a demonstrated knowledge and at least six (6) months experience in the methods, techniques, and use of equipment required for archaeological survey and data recovery at submerged shipwreck sites. The minimum formal qualifications for individuals practicing archaeology as a profession are a B.A. or B.S. degree from an accredited college or university, followed by 2 years of graduate study with a concentration in anthropology and specialization in archaeology during one of these programs, and at least two summer field schools or their equivalent under the supervision of an archaeologist of recognized competence; a Master's thesis or its equivalent in research and publications is highly recommended, as is the Ph.D. degree. Individuals lacking such formal qualifications may present evidence of a publication records and references from archaeologists who do meet these qualifications.

3. Standards for Consultants. Personnel hired or subcontracted for their special knowledge and expertise must carry academic and experiential qualifications in their own
fields of competence. Such qualifications are to be documented by means of vitae attachments to the proposal or at a later time if the consultant has not been retained at the time of proposal.

4. **Institutional or Corporation Qualifications.** Any institution, organization, etc., obtaining the contract, and sponsoring the Principal Investigator meeting the previously given requirements, must also provide, or demonstrate access to the following capabilities:

   a. Adequate field equipment necessary to conduct whatever operations are defined in this Scope.

   b. Adequate facilities necessary for proper analysis and storage of records likely to be obtained from the project.

C. Principal Investigators shall be responsible for the validity of material presented in their reports. In the event of a controversy or court challenge, the Principal Investigators shall be required to testify on behalf of the Government in support of findings presented in their records. An equitable adjustment will be negotiated at that time, if warranted.

D. Neither the Contractor nor his representatives shall release any sketch, photograph, report, or other data, or material of any nature obtained or prepared under this contract without the specific written approval of the New York District prior to the time of final acceptance of the government.

E. The Contractor shall furnish all labor, transportation, instruments, diving equipment, boats and other associated materials to perform the work required by this Scope.
September 30th, 2004

Ms. Lynn Rakos
Environmental Analysis Section
U.S. Army Corps of Engineers
New York District
Jacob K. Javits Federal Building
26 Federal Plaza
New York, New York 10278-0090

RE: Contract No. DACW51-01-D-0015, Delivery Order No. 0023
Recordation of Six (6) Vessels in Connection with the New York And New Jersey Harbor Navigation Study Upper and Lower Bay, Port of New York and New Jersey Staten Island, Richmond County, New York, and Elizabeth, Union County and Bayonne, Hudson County, New Jersey.

Dear Ms. Rakos:

The following summary discusses the feasibility of artifact and/or hull and machinery component recovery and conservation pursuant to vessel SS16B as part of the above-referenced project.

INTRODUCTION
From September 15th - 21st, 2004, Panamerican Consultants, Inc. (PCI) of Memphis, Tennessee conducted an underwater archaeological investigation of Shooter’s Island vessel SS16B, as part of our response to the U.S. Army Corps of Engineers Scope of Work for the above-referenced project. This investigation was performed in accordance with Section 110 of the National Historic Preservation Act of 1966, as amended through 1992, and the Advisory Council on Historic Preservation Guidelines for the Protection of Cultural and Historic Properties (36 CFR Part 800). The purpose of this investigation was to record the extant remains of SS16B and to determine the feasibility of recovering and conserving portions of the machinery and framing. Vessel SS16B was determined during previous investigations (Lydecker and James 2002) to be a 70 foot long vessel of composite construction (wooden hull planking and iron framing) with a five-bladed propeller. Recommendations of the original 2002 study did not include further work for SS16B. However, during subsequent discussions with Mark Peckham of the New York SHPO, it was determined that SS16B represents a potentially significant vessel whose construction represents a transition between wooden and iron hull types. Also, it was suggested that the five-bladed propeller might represent a possible European influence on local shipbuilding, as that type of propeller is not common on locally built vessels.

PRELIMINARY STUDY RESULTS
The study examined the vessel in its entirety, evaluating both construction methods and general condition. Specific attention was paid initially to the existing machinery and the condition of the
hull and framing. The vessel has deteriorated considerably, and very little framing exists above the turn of the bilge. What little framing remains exposed is considerably concreted, and has deteriorated to the point where it is easily broken by hand (Figure 1). The same is true for the outer hull planking; what is exposed above the bottom is heavily damaged by marine borers (Figure 2). There is no exposed portion of the framing with hull planks attached that is intact enough to warrant recovery. It is possible that portions of the vessel that remain buried are in better condition, but it is not likely that the effort required to recover buried remains is justifiable given the historical value of the hull structure. The vessel’s machinery was also examined. Very little remains of what was probably a steam powerplant, reduced basically to a portion of the drive shaft and the propeller. The propeller was examined, and determined to have four blades, not five as was originally determined. There are two reasons for the original misidentification. 1) The propeller was considerably more exposed during the 2004 investigation. In 2002, the aft end of the vessel was covered by a greater amount of debris than in 2004, and three blades were fully exposed in 2004 versus two blades in 2002. 2) The visibility was considerably greater in 2004, being at least three feet for most of the investigation. Visibility was near zero during the 2002 project. The condition of the propeller was also assessed, and it was found to be in less than desirable condition, with eight to twelve inches of two exposed blades broken off (Figure 3).
Figure 2. Video frame showing deteriorated hull planking.

Figure 3. Video frame showing broken end of propeller.
While the structure of the vessel and machinery is less than ideal from a recovery and conservation standpoint, there are artifacts present which could be of interest to a local museum. Specifically, the project recovered three fire bricks (Figure 4) of interesting design which can be conserved with minimum expense. Preliminary discussions with the Haverstraw Brick Museum, in Haverstraw, New York, indicated that institution showed an interest in the bricks.

Three bricks were recovered from the wreck. Two are of the tongue and groove type and have LEMB-A-PAT'D pressed into the top (Figure 4), while the third is a standard 9 inch fire brick with MONARCH pressed into the top (Figure 4). It is possible that neither brick type is associated with SS16B, as the only place on the wreck that would have fire brick is the boiler bas, and it is primarily constructed of iron and mortar. At least one other vessel nearby has a brick boiler base, although additional diving will be required to confirm that the bricks on either vessel are identical to these. No company has yet been associated with the first bricks, but according to Gurcke (1987:266), a Monarch brick was manufactured by the North American Refractories Company from 1930 to 1935. This date further suggests that the bricks are intrusive, as the late date seems to postdate this type of vessel. With that said, there were a large number of brick companies, and it is certainly possible that a common name like Monarch has been used more than once. For now, the origin of the bricks remains inconclusive.

Figure 4. Tongue and groove brick recovered from SS16B.
Given the condition of both machinery and hull, it is the opinion of the Principal Investigator that there are no sections of hull or pieces of machinery whose historical value justifies the expense of recovery and conservation. In all, taking both the condition of the wreck structure, and the recovered bricks, the maximum return on effort has been acquired through the complete recordation of the vessel accomplished during the project and no further recovery is recommended.

Once the vessel's condition was determined and the potential for artifact recovery had been assessed, recordation efforts began. A base line was laid, with BL 0:0 (Baseline 0' 0") at the stern and the bow at BL 71:6 (Baseline 71' 6"). A site plan was created, showing the locations of key remaining vessel features (Figure 5). Several interesting features were noted, including the aforementioned drive shaft and propeller, along with the mounting base for the engine, the fire resistant base for the boiler, several athwartships bulkheads, and several fuel and/or water bunkers. Also noted were additional details on the composite construction. It was determined that the keelson and ceiling planks were of wood, and the hull was double planked, making the actual frames the only apparent portion of the hull constructed of iron.

Among the remaining vessel components was the drive shaft and propeller. Beginning at the stern and extending to 16:2 on the baseline, the shaft is eight inches in diameter and appears to be cut at the forward end. Several shaft bearings and pieces of support structure are extant at BL 6:0 and 7:0, while at BL 14:6 is a heavily concreted object which is probably the thrust block.

Beginning at BL 18:11 and ending at BL 22:0 is what appears to be the bed plate for a steam engine. While nothing else remains of the engine, which was likely salvaged, the base consists of a rectangular iron box measuring 6' 4" wide, 3' 1" long, and one foot tall, with sides measuring six inches thick (Figure 6). Midships and in line with the drive shaft are two round bottom grooves of a similar inner diameter to the drive shaft. These likely represent the bearing seats of the engine's crankshaft. Given the size and shape of the bed plate, it is likely that the engine was a single cylinder upright marine of the type discussed by Hawkins (1904:400). Such an engine was used in small pleasure craft and harbor tugs due to its greater economy and smaller floor space.

Several items lead to the conclusion regarding the size and type of the engine. The size of the bed plate, with its inner chamber being roughly a foot wide, contains room for a crank with only one journal. Also, the boiler is large in size compared to the engine, but according to Hawkins, single cylinder upright marine engines of the type used in this boat require more steam than a compound engine of similar horsepower (1904:400):

"These engines require very little floor space in the boat, but on account of their greater steam consumption, need a larger boiler than compound engines." (Hawkins 1904:400)
Figure 5. Preliminary site plan of SS16B
Figure 6. Video frame of starboard side of engine bed plate.

Figure 7. Section of boiler base showing top iron plate and mortar or concrete composition. Void on right side of section contained a brick.
The case for the engine being a single cylinder vertical engine is further strengthened:

"In small pleasure boats and small harbor tugs, which have to stop and start at short intervals, there is not much advantage to using a compound engine, as many times live steam has to be admitted to the low pressure cylinder in starting, which decreases their economy, and the single engine...would be most desirable, their first cost being much lower than the compound, and they are of extreme simplicity" (Hawkins 1904:400)

The use of such engines in harbor tugs and other small harbor craft is well documented. The 19th century wooden hulled tug boat documented at Huchinson Island in Savannah, Georgia in 1992 is an example (Watts 1992). Examination of the site plan of this 77-foot-long vessel (Figure 8) shows a very similar layout to that of SS16B, including the size and placement of the boiler base, steam engine, thrust block, and shaft bearings. Also, description of the remaining steam engine (Figure 9) indicated a striking similarity to that of SS16B. An important difference was noted in the placement of the condenser and air pump cylinder and lever, which were mounted on the port side of the Hutchinson Island vessel. While the condenser and air pump cylinder are absent from SS16B, the remains of what appear to be the pivot for the air pump and other control levers are present on the forward side of the bed plate. The difference between the two vessels can easily be accounted for by a difference in steam engine design.

Forward of the engine bed plate and stretching between BL 28:0 and 38:0, is the base that supported the boiler. It consists of a large flat iron plate mounted atop a composite brick and concrete structure (Figure 7), the whole of which is supported by a wooden frame.

Immediately outboard of the boiler base on each side of the vessel is what appears to be a series of fuel or water bunkers. Heavily deteriorated, they stretch from BL 22:0 to BL 45:3 and are approximately 2 feet wide at ceiling plank level. The inner bulkhead is vertical, and the outer bulkhead is formed by the outer hull. The entire bunker area apparently was divided into three sections, as the remains of two inner bulkheads were noted at BL 36:0 and BL 30:0. The aft compartment of the bunker appears to be a separate entity, as it is wider and the inner bulkhead has a different shape than the forward bunker. The forward bunker corresponds in location to the side coal bunkers illustrated in Paasch (Plate 44), (Figure 10). Its location also makes sense from a functional standpoint, as coal would have been added to the forward end of the boiler. The aft bunker, being different in construction and location is likely a tank holding water for the boiler although no plumbing or other evidence exists to indicate such.

Forward of the boiler base, between BL 28:0 and BL 45:6, is an area of partially exposed keelson and ceiling. The keelson measures 0:8 sided while the molded dimension is unknown, but likely the same. The ceiling planks are 0:5 to 0:6 sided and probably 0:3 molded, although this was not directly confirmed. Ceiling planks are exposed approximately 3:0 to either side of the keelson, where they become covered with gravel and debris.

The remains of two athwartships bulkheads were recorded at BL 46:0 and BL 62:6. Both bulkheads have similar construction of wood timber fastened to the iron framing (Figure 11). remains of both extend only 8-12 inches up from the floors.
Figure 8. Site plan of Hutchinson Island tug wreck (as presented in Watts 1992)
Figure 9. Boiler and bed plate on Hutchinson Island tug wreck (as presented in Watts 1992).

Figure 10. Illustration showing side coal bunkers on typical steamship (after Paasch 1890:Plate 44)
The stem consists of a wooden timber of 8 inch sided and 8 inch molded dimensions, and extends to approximately three feet off the bottom.

As previously mentioned, outer hull planking is highly deteriorated, with very little being both in good shape and attached to the framing. Much of the intact hull planking is at the bow and stern of the vessel, and has parted from the vessel frames and is either laying on the bottom next to the vessel or is attached on one or two frames only. Enough is extant for some basic observations to be taken, including scantlings. The hull appears to be truly double planked as opposed to initially single planked with sacrificial planking or repairs added later. Although highly eroded, scantlings appear to be 8 inches sided and 3 inches molded, while the outer planking is 8 inches sided and 2 1/2 inches molded.

Interesting details of the framing construction were noted. Initially thought to consist of I-beams, the frames were discovered to consist of a combination of sheet and angle iron fastened with rivets. Such construction is illustrated by Paasch (1890:Plate 38, Plate 29)(Figure 12), with the only difference being the use of a wooden keelson in place of the iron keelsons shown in the illustration. In addition to the framing shown in Paasch Plate 38, framing exposed at the stern of SS16B revealed side girders like those shown in Paasch Plate 29 (Figure 13). Both the side girders and the frames followed the Z-bar pattern (Paasch Plate 29-Z, Figure 13). Two-inch rivets were used to fasten the framing components. One important difference between the Paasch illustrations and SS16B is the existence of an additional longitudinal stringer placed across the frames directly above the side girder. This stringer was of composite wood and
Figure 12. Illustration showing frame construction present in SS16B (after Paasch 1890 Plate 38)

Figure 13. Illustration showing side girder framing and Z-bar like that found on SS16B (after Paasch 1890 Plate 29)
concrete construction, consisting of two 8 inch molded and 6 inch sided timbers with two inches of concrete sandwiched between. This stringer ran from BL 3:8 to BL 15:0 where it disappeared under debris. A similar stringer was noted on the starboard side.

Evidence of repairs to the fabric of the vessel in the form of a number of lead patches was also noted. These patches averaged 2 feet by 6-12 inches and were fastened to the inner side of the outer hull planking with fasteners of undetermined material. Many of the fasteners were missing or had been removed.

While considerable work has been completed on vessel SS16B, there is still data that need to be collected, including a number of cross sections as well as a profile of the wreck site. Also, the origin of the bricks discovered on the wreck needs to be further investigated. These will be accomplished as fieldwork progresses.

With regard to the recovery of hull sections and/or machinery components, it is the opinion of the Principal Investigator that, given the deteriorated condition of the hull and machinery, the historical value of the salvaged components would not justify the expense of recovery and conservation. Further archival research regarding composite construction tugs in general and this vessel in particular, as well as documentation of the extant remains of the vessel will serve to obtain the greatest amount of historical information for the time spent.

Sincerely,

Andrew D. W. Lydecker

cc: Steven R. James, Jr., Underwater Projects Manager
    Dennis Petrocelli
STANDARD MITIGATION AGREEMENT
AMONG
THE U. S. ARMY CORPS OF ENGINEERS, NEW YORK DISTRICT,
THE NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
AND
THE NEW YORK STATE HISTORIC PRESERVATION OFFICER
REGARDING
SIX HISTORIC VESSELS
NEW YORK AND NEW JERSEY HARBOR NAVIGATION PROJECT
RICHMOND COUNTY, NEW YORK AND UNION COUNTY, NEW JERSEY

WHEREAS, a Programmatic Agreement (PA) was executed on 12 April 2000 among the United States Army Corps of Engineers, New York District (New York District), the New Jersey State Historic Preservation Officer (NJSHPO) and the New York State Historic Preservation Officer (NYSHPO) for the New York and New Jersey Harbor Navigation Study (Study) and an amendment to the PA was executed on 21 April 2003 which now defines the study as the New York and New Jersey Harbor Navigation Project (Project); and

WHEREAS, the New York District has identified six (6) historic wrecks eligible for the National Register of Historic Places (NRHP) (Vessel KVK 33, KVK 36, KVK37, KVK38 and Shooters Island V2 and SS16b); within the Area of Potential Effects (APE) through investigations conducted under the Stipulation I (A) of the original PA; and

WHEREAS, Vessels KVK 33, KVK 36, KVK 37 and KVK 38 are on the Staten Island shoreline in New York State and Shooters Island Vessel SS16b is located just within the state line of New York State; and Shooters Island Vessel 2 is located just within the state line of New Jersey; and

WHEREAS, the New York District cannot re-design the Project to avoid the historic resources; and

WHEREAS, all parties have determined that additional measures shall be carried out;

NOW, THEREFORE, the New York District, the NJSHPO, and the NYSHPO agree that the undertaking shall be administered in accordance with the following stipulations to satisfy the New York District's responsibilities under Section 106 of the National Historic Preservation Act of 1966, as amended.

STIPULATIONS

I. The New York District shall ensure that the mitigation for the impact to these six historic vessels is undertaken as follows:

a. KVK Vessel 33. Menhaden Fishing Trawler. Accessible only by water and best at low tide, it is recommended that Vessel 33 receive complete recordation. Architectural documentation should include the profile, the plan view of the deck, and the longitudinal cross section of the vessel, all of which can be obtained during low tide by non-diving personnel. Diving aspects of the recordation should include recordation of the stern, including rudder and propulsion, and the bow. Photo documentation in the form of 35 mm and video should also be undertaken. Archival research specific to Vessel 33 should also be included.
b. KVK Vessel 36. Wooden Hydraulic Dredge. Accessible only by water and best at low tide, it is recommended that Vessel 36 receive partial recordation. Architectural documentation should include recordation of basic dimensions. Photo documentation in the form of 35 mm and video. Archival research specific to Vessel 36 should also be included.

c. KVK Vessel 37. Paul E. Thurlow. Four-Masted Schooner. Accessible only by water and best at low tide, it is recommended that Vessel 37 receive complete recordation. Architectural documentation should include a plan view of the hull outline, deck stanchions, and holds. Diving aspects of the recordation should include recordation of the stern, including rudder, and the bow. Photo documentation in the form of 35 mm and video should also be undertaken. Archival research specific to Vessel 37 should also be included.

d. KVK Vessel 38. Floating Drydock. Accessible only by water and best at low tide, it is recommended that Vessel 38 receive complete recordation. Architectural documentation should include major dimensions, a plan view of the remaining hull, deck stanchions, bulkheads, framing, and the location of any remaining machinery. Since most of the original deck planking is no longer in place, thus allowing access to the internal structure of the pontoon, at least one cross section including internal strengthening of the pontoon should be included. Photo documentation in the form of 35 mm and video should also be undertaken. Archival research specific to Vessel 38 should also be included.

e. Shooters Island Vessel 2. Floating Drydock. Accessible only by water, it is recommended that Vessel 2 receive complete recordation. Architectural documentation should include the profile, the plan view of the deck, and longitudinal cross sections of the vessel along both the centerline and through at least one of the wings. Also, at least one cross section should be obtained including both wings and the location of internal bracing, and remaining machinery, if safe access is possible. Most of the above documentation should be obtainable by non-diving personnel. Photo documentation in the form of 35 mm and video should also be undertaken. Archival research specific to Vessel 2 should also be included.

f. Shooters Island Vessel SS16b: Unidentified Type; Composite Construction. Accessible only by water, it is recommended that Vessel SS16b should receive archival research and be fully recorded. Photo documentation in the form of 35 mm and video should also be undertaken.

II. Public access to the information generated from this project is desired and as such the report generated through the recordation described in Stipulation I shall be distributed to local repositories. A list of up to 10 appropriate repositories will be generated by the New York District and will be provided to the NY and NJ SHPO for review and approval. The New York District shall distribute this document to the repositories on the approved list.

III. Should research and field investigations undertaken as per Stipulation I conclude that Shooters Island Vessel SS16b in fact represents a unique and innovative technology as suggested by evidence so far, the Corps will undertake an effort to identify a repository interested in curating selected portions of the vessel, if found to be salvageable through further field investigations. This effort will include contacting up to 10 appropriate institutions. A list of such institutions will be generated by the Corps and submitted to the NY and NJ SHPO for review and approval. If an institution willing to accession such item(s) is found, the Corps will salvage and conserve up to two diagnostic artifacts such as the propeller and possibly a section of the frame with attached wood planking and provide them to the institution for their collection.

IV. The New York District shall ensure that qualified professionals meeting the National Park Service professional qualifications for the appropriate discipline [National Park Service Professional Qualification Standards, Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation (48 FR 44738-39)] are used to complete this work.
V. TERMINATION

Any signatory to this Standard Mitigation Agreement may terminate it by providing thirty days notice to the other parties, provided that the parties will consult during the period prior to termination by certified mail to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the New York District will comply with 36 CFR Parts 800.4 through 800.6 with regard to individual undertakings covered by this Agreement.

VI. SUNSET CLAUSE.

This SMA will continue in full force and effect until the construction of the Project is complete and all terms of this SMA are met, unless the Project is terminated or authorization is rescinded.

Execution and implementation of this SMA evidences that the New York District has satisfied its Section 106 responsibilities for all individual Project undertakings stipulated in this agreement, and that the New York District has afforded the Council and the SHPO an opportunity to comment on the undertaking and its effects on historic properties.

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

By: ___________________________ Date: ___________________________
Dorothy P. Guzzo, Deputy State Historic Preservation Officer

NEW YORK STATE HISTORIC PRESERVATION OFFICE

By: ___________________________ Date: ___________________________
Bernadette Castro, Deputy Commissioner for Historic Preservation

U.S. ARMY CORPS OF ENGINEERS

By: ___________________________ Date: ___________________________
John B. O'Dowd
Colonel, Corps of Engineers
District Engineer
6 Vessels / 24/42 MAR
SS 168
Project: 6 Wsle  
Location: 6546  
Vessel: 6546  
Dive #: 1  
Date: 9/15/2004

DIVE LOG

DIVER:  
# Dives in 12 Hr. Period: 
PURPOSE: assess current condition of 6516-B

ENVIRONMENTAL CONDITIONS:
Current: <1 kn  
Visibility: 0  
Temperature: 73  
Bottom Type: silt/clay  
Other: 

TENDER:  
LEAVE SURFACE: 12:46
RISE SURFACE: 2:27
TOTAL TIME: 1:35
MAXIMUM DEPTH: 80' 

MAXIMUM PLANNED TIME AND DEPTH
TANK PRESSURE START: 25  
TANK PRESSURE RETURN: 
TOTAL AIR USED: 

TIMEKEEPER:  
ONE-HOUR CHECKBACK OK

WORK ACCOMPLISHED AND REMARKS:
- Found wood beam in - debris on stern
- Corroded brackets - missing be 4/brackets
- 2 wooden blocks  
- Heavily encrusted & solid

- Rudder broken
- Rudder not intact - pieces on bottom possibly parts of rudder
- Nothing that is identifiable as rudder
- Possible shag
- Possible stern post is wood

- All plantings - root to stern post is hard
- Separated all plants on bottom
- Only 2 coats of all plant coatings
- Smoothness of concrete lining 9' 6" from stern to 59' 3" forward - above shaft passes through concrete
- Finish of concrete is incomplete

Handwritten notes: broken, buried, nourisher, Shannon, post, hill, planks, 114, 14, 31, 14, 31, 114, 31, 14, 11
DIVER: [Name]

STANDBY DIVER: [Name]

# Dives in 12 Hr. Period: 1

PURPOSE: To baseline, take measurements.

ENVIRONMENTAL CONDITIONS:
Current: 0.5 ft.
Visibility: 0 ft.
Temperature: 72°F
Bottom Type: Hard
Other: 

MODE AND EQUIPMENT:

TANK TYPE: T-320 SC2

TANK PRESSURE START: 300
TANK PRESSURE RETURN: 600

TIMEKEEPER: [Name]

ONE-HOUR CHECKBACK: OK

WORK ACCOMPLISHED AND REMARKS:

[Handwritten note: Attached shee]
1300 psi in
20.6 psi out
9.36 in
11.01 out

objectives
- video if possible
- place baseline

Div 1, helm to reck. Placing baseline to stern post. Check weight belt placed 3/4 below stern skin to bow. Boat appear 70' long.
transistor, concrete/steel
broken end of shaft (8" diameter)

10 ft

9/16/2004
A. L. Leach
MELLott - Div.

11.6
72" outside of skim

18 1/2" 1
13 1/2" 1
18 1/2" 1
13 1/2" 1
39 1
45 1/6

leakage
8" wide
Dive Log

Diver: Lytle

# Dives in 12 Hr. Period: 0

Purpose: N/A

Environmental Conditions:
- Current < 1 kn
- Visibility 34 ft
- Temperature 73°
- Bottom Type: Sand
- Other

Mode and Equipment:
- Tank Type: 7 - 320 cu ft

Tender: Don

Leave Surface: 12:00

Rise Surface: 2:00

Total Time: 2:00

Maximum Depth: 8'

Maximum Planned Time and Depth: 2 hr 16 ft

Tank Pressure Start: 600

Tank Pressure Return: 1930

Total Air Used: 1150

Timekeeper: Em

One-Hour Checkback: OK

Work Accomplished and Remarks:

See attached sheets
Date 9/16/04
Dive 3

Objective: Measure offsets / possible video

600 psi start switched @ 300 psi @ 1235 m New Bottle 2500 psi
6 psi finish @ 1950 psi Bottle 2

Time in: 12:00
Time out: 2:05

39ft wood framing (brick to bilge)

Plan view
- 43 @ 6 ft 4 in
- 39 @ forward transverse bulkhead
- 1-2-6 uniform knothole speed 16 in center
- 3 x 11 ft frames
Panamerican Consultants
P.O. Box 050623 Tuscaloosa, Al. 35405

Dive # 4
Date 9/26/2004

DIVE LOG

DIVER Elliott
# Dives in 12 Hr. Period 1
PURPOSE Exercise Training

ENVIRONMENTAL CONDITIONS:
Current 1/17
Visibility 244
Temperature 73°
Bottom Type Sand, Sand, and Gravel
Other

TENDER
LEAVE SURFACE
RISE SURFACE 12:04
TOTAL TIME 2:48
MAXIMUM DEPTH 8'

MAXIMUM PLANNED TIME AND DEPTH
TANK PRESSURE START 2350
TOTAL AIR USED 1380
TANK PRESSURE RETURN 1000

TIMEKEEPER
ONE-HOUR CHECKBACK OK

WORK ACCOMPLISHED AND REMARKS:
Racks studied and tested
engine bed 5.0m or hung
timber base

23:0

boiler plate

possible hitch in noted emb. 1 of 4:5

outer hull
Top stringer is composed of angle iron, triangular plate in center, wood in zig-zag concrete nibs.

- All angle iron appears to be 3" wide
- Frame is riveted.
**DIVE LOG**

**DIVER**

<table>
<thead>
<tr>
<th>Diver</th>
<th><strong>STANDBY DIVER</strong></th>
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<tbody>
<tr>
<td>Dave</td>
<td>Matt</td>
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**# Dives in 12 Hr. Period**

**CURRENT**

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<th>Temperature</th>
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**Bottom Type**

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**TENDER**

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<th>Rise Surface</th>
<th>Total Time</th>
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<tr>
<td>Rhodes</td>
<td>9/12</td>
<td>10/3</td>
<td>1.24</td>
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**MAXIMUM DEPTH**

| 31 |

**MAXIMUM PLANNED TIME AND DEPTH**

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<thead>
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<th>Tank Pressure Start</th>
<th>Tank Pressure Return</th>
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<td>10/19/66</td>
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**Timekeeper**

<table>
<thead>
<tr>
<th>Timekeeper</th>
<th>One-Hour Checkback</th>
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<tbody>
<tr>
<td>Wall</td>
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**Work Accomplished and Remarks:**

- Examine week
- Close line
- Valve off suction, hold in the tanks
- Chem. cleaning
Scantlings 10/28/04

1-37-
Deck Beams - 42 in centers  12x12 in Beams

Futtocks - 9 in SPACE
2 ft ROOM

Futtocks to centerline @ 20 ft - Beam = 40 ft

Mast Hole platform - 7 ft wide - port side @ 16 1/2 ft from Futtock
Mast Hole

2 ft 7 in

Deck Hatch openings - from forward

7' 9 1/2 in
2 ft 10 in

7' 6 1/2 in
2.1 Boardmen Rubbers

- 2.5' x 1.10' section
- Width: 3'
- Depth: 1.2'
- Eave: 2'
- 3.4' entrance
- Waterway: 0.25'
- 3.7' to landward edge

Dimensions:
- 12.0'
- 16.5'
- 5' x 3.4' opening

Notes:
- Composite beam
- 3.4' entrance
- 3.7' to landward edge
- Waterway: 0.25'

Materials:
- Deck plant scaling: 3' thick, 5' wide
13\(^\circ\) molded

12\(^\circ\) molded

9\(^\circ\) fillback

3\(^\circ\)

taken at Deck Ben 3
29 Oct 04

Deck Crown Measurements

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<tr>
<td>Center</td>
<td>17'1&quot;</td>
<td>4½&quot;</td>
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<tr>
<td>26'</td>
<td>5½&quot;</td>
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<td>33'</td>
<td>7½&quot;</td>
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<td>26'</td>
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<tr>
<td>33'</td>
<td>7½&quot;</td>
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<tr>
<td>33'6&quot;</td>
<td>Total Span</td>
<td></td>
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forward stenochion profile

B/L φ
SIX VESSELS -
11/01/04

Cross section from Frame 5 (FIVE) and Frame 1
From edge of waterway on port side:

Frame 5
- Depth
- 0' 14' 2"
- 1' 14' 7"
- 2' 1 14' 8'/2"
- 3' 1 14' 9"
- 4' 5" Skip
- 5' 3" 12' 3'/2" Riders/Keelson?
- 8' 10" 15' 1'/2"
- 10' 10" 15' 6"
- 13' 13' 7" Sitter or Keelson?
- 14' 11" 12' 6" Keelson?
- 16' 12' 5'/2"
- 17' 9" 15' 9"

Note:
- 12' 15' 5'/2"
- 14' 11" 12' 6" Keelson?

Frame 1
- Depth
- -1' 11' 4'/2"
- 0' 13' 8'/2"
- 0' 11" 14' 1"
- 2' 9" 15' 7"
- 4' 2" 15' 2"
- 6' 1" 15' 7"
- 7' 11" 16' 6'/2" (possible 15')
- 10' 3" 15' 6'/2"
- 12' 3" 15' 7"
- 14' 2" 11' 10"
- 15' 11' 6" Prob top Keelson

Sediments = ~ 5' in the vessel hold

3/10 below 2nd deck level
hull with transom and plat deck by plank

24'7"\[\frac{1}{4}\] from inside edge of stern

1st exterior shock 10'5"
1st chain shock
at 3'\[\frac{1}{2}\] below
bottom of bulwark
3rd shock 13'9\[\frac{3}{4}\]
5th shock 14'11\[\frac{1}{2}\]
7th shock 16'\[\frac{5}{8}\]
9th shock 17'11\[\frac{3}{4}\]
10\[\frac{1}{4}\]th shock 21'8\[\frac{1}{2}\]
13\[\frac{3}{4}\]
23'8"
16\[\frac{3}{4}\]
25'5\[\frac{3}{4}\] at forward bulkhead
18\[\frac{3}{4}\]
26'9\[\frac{3}{4}\]
20
29'2\[\frac{3}{4}\]
7th shock back from DB 1
16'9\[\frac{3}{4}\] to port side of upper deck

13'8\[\frac{1}{2}\] from inside of bulwark stern to 1st deck

Pt. Siv fox
13" molded

12" molded

9" thick

5'

taken at Deck Beam 3
29 Oct 04

Deck Crown Measurements

6"  8 1/2"
8'  6"

Center 17 1/2"  4 1/2"
26"  5 1/2"
33'  7 1/2"

6"  7 1/4"
8'  5"

2nd 17 1/2"  4"
26"  5 1/4"
33'  7 1/2"
33' 6"  Total Span
scantlings 10/28/04

1-37-

Deck Beams - 42 in centers   12x12 in Beams

Futtocks - 9 in space        2 ft ROOM

Futtocks to centerline - 20 ft -
Beam = 40 ft

Mast Hole platform - 3 ft wide - port side @ 16 1/2 ft from forecast
Mast Hole

Deck Hatch - openings
- from forecast

7' 9 1/2”
24' 10”

21' 0”
7' 5 1/2”
SIX VESSELS -
11/01/04

4 MASTED SCHONER

CROSS SECTION FROM FRAME 5 (AUE) AND FRAME 1 FROM EDGE OF WATERWAY ON PORT SIDE:

FRAME 5
- 0' 14' 2"
- 1' 14' 7"
- 2' 11" 14' 8 1/2"
- 3' 11" 14' 9"
- 4' SKIP
- 5' 3" 12' 3 1/2" RIDER/KEELSON?
- 8' 10" 15' 1 1/2"
- 10' 10" 15' 6"
- 13' 13' 7" SISTER OR KEELSON

NOTE: 12' 15' 5/2"
14' 11" 12' 6" KEELSON?
16' 12' 5/2
17' 1" 15' 9"

FRAME 1
- C DEPTH
- -1' 11' 4 1/2"
- 0' 13' 8/2"
- 0' 11" 14' 1"
- 2' 9" 15' 7"
- 4' 2" 15' 2"
- 6' 1" 15' 7"
- 7' 11" 16' 6 1/2" (POSSIBLE 15')
- 10' 3" 15' 6 1/2"
- 12' 3" 15' 7"
- 14' 2" 11' 10"
- 15' 11' 6" PROB TOP KEELSON

AL MKF JM

SEDIMENTS = ≈ 5' IN THE VESSEL HOLD

3' 10" BOW 2ND DECK LEVEL
need
- recheck room sprag on deck beam
- recheck measurements on hatches and hatches
- recheck deck beam cap tie, esp aft hatch
- more width measurement aft
- measured from forward deck beam to stem

- hull lines - midship X Sec
- deck widths for Aft aft
FIG. 36—MIDSHIP SECTION AND CONSTRUCTION DETAILS OF A 290-FOOT, 5-MASTED TOPMAST AUXILIARY SCHOONER
Deck Ben 8 x 14
Mississippie appears to have been smaller perhaps 9 x 9

For all room bunches are included in one

Main Burner
Tagetial Elliptical

Fish Hawk
Possibly owned by
Marionia Town
Smith
Bought Fish from
Plant in Gelstaff
V37 Paul Thiblow

1. Deck beams orange
2. CL
3. Outer hull
4. Deck planks blue
5. Offsets lines
14. Starphion
13" molded
12" molded

this tracker matches to receive deck beams

9" fillet
3"

taken at Deck Beam 3

outer hull wall
Forward Flanchion Profile

10 9 8 7 6 5 4 3 2 1

DBZ

B/L φ
29 Oct 04

**Deck Crown Measurements**

<table>
<thead>
<tr>
<th></th>
<th>6&quot;</th>
<th>8 1/2&quot;</th>
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<tbody>
<tr>
<td></td>
<td>8&quot;</td>
<td>6&quot;</td>
</tr>
<tr>
<td>Center</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>17'1&quot;</td>
<td>4 1/2&quot;</td>
</tr>
<tr>
<td></td>
<td>26&quot;</td>
<td>5 1/2&quot;</td>
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<td></td>
<td>33'</td>
<td>7 1/2&quot;</td>
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<tr>
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<tr>
<td></td>
<td>17'1&quot;</td>
<td>4&quot;</td>
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<tr>
<td></td>
<td>26'</td>
<td>5 1/4&quot;</td>
</tr>
<tr>
<td></td>
<td>33'</td>
<td>7 1/2&quot;</td>
</tr>
<tr>
<td></td>
<td>33'6&quot;</td>
<td>Total Span</td>
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</table>
Scantlings 10/28/04

1-37-

Deck Beams - 42 in centers
12x12 in Beams

Futtocks - 9 in space
2 ft 6 in. Room

Futtocks to centerline - 20 ft

Beam = 40 ft

@ 79 ft on Fore End

Mast Hole Platform - 7 ft wide - port side @ 16 1/2 ft from buttock

Mast Hole

2 ft 7 in.

Deck Hatch - opening

- From Forward

7' 9 1/2"
2 ft 10"

7' 9 1/2"
hill width directed only plat 8 1/2 by plank

26th Dec
from corner edge 4 1/2
then
1st exed of hook 10 5/8
1st exed at 31000 liberty

hub of

2nd hook 11 1/6
3rd hook 13 9 3/4
5th hook 14 11 1/2
7th hook 16 7 1/4
8th hook 17 11 3/4
10th hook 21 8 1/4
13 3/4
16 1/2
18 4/5
20
29 2 3/4
26 1/4
23 8

15 3 5/8 from inside of outside stem to 1st deck skirf

13 3/8

PT Sir fax
<table>
<thead>
<tr>
<th>35</th>
<th>32</th>
</tr>
</thead>
<tbody>
<tr>
<td>33</td>
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<td>47</td>
<td>106</td>
</tr>
<tr>
<td>48</td>
<td>108</td>
</tr>
</tbody>
</table>

**Fore**  
125 ft 2 in  
126 ft 4 in  
128 ft  
129 ft 2 in  
130 ft 6 in  
132 ft  
133 ft 6 in  
134 ft 4 in  
136 ft 8 in  
137 ft 2 in  
137 ft 4 in  
139 ft 4 in  
140 ft  
140 ft 4 in  
142 ft  
143 ft 4 in  
144 ft  
144 ft 4 in  
145 ft 7 in  
146 ft 9 in  
147 ft 8 in  
148 ft 6 in  
149 ft 7 in  
150 ft 9 in  
151 ft 11 in  
153 ft 9 in  
154 ft 11 in  
156 ft 4 in  
157 ft 2 in  
158 ft 4 in  
159 ft 2 in  
160 ft 2 in  
162 ft  
163 ft 2 in  
164 ft  
165 ft 7 in  
165 ft 5 in  
166 ft 7 in  
168 ft 6 in  
169 ft 6 in  
170 ft 6 in  
171 ft 4 in  
173 ft 5 in  
174 ft 8 in

**Aft**  
126 ft 2 in  
127 ft 2 in  
128 ft 9 in  
130 ft 8 in  
132 ft  
133 ft 4 in  
135 ft 8 in  
137 ft 1 in  
138 ft 4 in  
140 ft  
141 ft 2 in  
143 ft 1 in  
144 ft  
145 ft 7 in  
146 ft 9 in  
147 ft 5 in  
148 ft 5 in  
149 ft 7 in  
150 ft 8 in  
152 ft 9 in  
154 ft 6 in  
155 ft 11 in  
157 ft 9 in  
158 ft 6 in  
159 ft 11 in  
161 ft 1 in  
162 ft  
164 ft  
165 ft 7 in  
165 ft 5 in  
166 ft 7 in  
168 ft 6 in  
169 ft 6 in  
170 ft 6 in  
171 ft 4 in  
174 ft 8 in

---

**Deck Beams 31 & 32**

Additional mast hole

Deck Beam 31 128 ft 5 in

The futtocks are missing from this point aft

? = missing
# SIX VESSELS -
11/01/04

4 MASTED SCHONER

**CROSS SECTION FROM FRAME 5 (FIVE) AND FRAME 1**

**FROM ROCKET OR WATERWAY ON PORT SIDE:**

<table>
<thead>
<tr>
<th>FRAME</th>
<th>C</th>
<th>DEPTH</th>
</tr>
</thead>
</table>
| 5     | 0 | 14' 2"
|       | 1" | 14' 7"
|       | 2' 1" | 14' 8 1/2"
|       | 3' 1" | 14' 9"
|       | 4' | SKIP
|       | 5' 3" | 12' 3 1/2" RIDER/KEELSON? |
|       | 8' 10" | 15' 1 1/2"
|       | 10' 10" | 15' 6"
|       | 13' | 13' 7" SKEAR OR KEELSON |
| NOTE: | 12' | 15' 5 1/2"
|       | 14' 11" | 12' 6" KEELSON? |
|       | 16' | 12' 5 1/2"
|       | 17' 1" | 15' 9"

**SEEDMENTS = 3' IN THE VESSEL HOLD**

---

<table>
<thead>
<tr>
<th>FRAME</th>
<th>C</th>
<th>DEPTH</th>
</tr>
</thead>
</table>
| 1     | -1' | 11' 4 1/2"
|       | 0' | 13' 8 1/2"
|       | 0' 11" | 14' 1"
|       | 2' 9" | 15' 7"
|       | 4' 2" | 15' 2"
|       | 6' 1" | 15' 7"
|       | 7' 11" | 16' 6 1/2" (POSSIBLE 15') |
|       | 10' 3" | 15' 6 1/2"
|       | 12' 3" | 15' 7"
|       | 14' 2" | 11' 10"
|       | 15' | 11' 6" PROB TOP KEELSON |

---

< bow

3'10 below 2nd deck level
Deck bin 8' x 15'
Miss. appears to have been smaller perhaps 9' x 9'

For cab men chairs are identical in size

Jim Boivier
Regional Enthusiast

Fish Hawk possibly owned by Moronica Town
Bought Fish Hawk at a fair early 1980s.
V33 Deck Plan - Dogen Levels

1. Main deck white
2. Deck framing, main orange
3. Deck planking blue
4. Baseline
5. Centerline
6. Deck fittings
7. Deck framing, quarter deck
8. Sub deck framing

40. Toilet locations red
63. Offset lines magenta
58. Unused lines
Click on 10 min. Search Start

Near point focus

posh salon...gyn will take std test

AK = 0.0
KH = 0.0
H1 = H2

Open tube: 401 (H)
Join on

What's this cropped view? Z

Length of 10mm of prism

If: 8000 10000 (8f/1000)

Put 2 Back on

3

2

12 16

Put on level 8

Tell Stuffer
Six Ships -
Vessel 33
8/23/04
AFT END STEERING MECHANISM

52" CENTER TO OUTSIDE
3 "ARMS" SPOKES

6" ARCS
7° DIHEDRAL AT 2 ° BOATS
DEAD BOAT

4" WIDE SPOKES

12" RUBBER LAGS AFT

7' ON E FROM SIDES
AFT
STERN - DEPTHS

<table>
<thead>
<tr>
<th>ELEV</th>
<th>OFFSET</th>
<th>DEPTHS</th>
</tr>
</thead>
<tbody>
<tr>
<td>9'</td>
<td>25&quot; std</td>
<td>7'2&quot; from floor to top of deck beam</td>
</tr>
<tr>
<td>5'</td>
<td>25&quot; std</td>
<td>6'6&quot; from floor to deck beam</td>
</tr>
<tr>
<td>3'</td>
<td>25&quot; std</td>
<td>5'7&quot;</td>
</tr>
</tbody>
</table>

STERNING FRAMES TO DECK FRAMES - ELEVATIONS - TOP TO TOP

From stern:

1-33
2-30-30.5
3-27½
4-29½
5-26½

SIX BIPS
VERSION 33
8/20/04
ALF MME

DEPTHD TO FLOOR MEASURES
Mesure from stern

\[ \begin{aligned}
6'3" &
\uparrow \\
7'6" &
\uparrow \\
9'7" &
\uparrow \\
7'10" &
\uparrow \\
11'6" &
\uparrow \\
2'11" &
\uparrow
\end{aligned} \]

\[ \begin{aligned}
\text{offset} &
\rightarrow \\
\text{starboard} &
\rightarrow \\
91\frac{1}{2}" & \text{outside edge of steering deck} \\
62" & \text{inboard} \\
69\frac{1}{2}" & \text{inboard edge of steering planking} \\
99" & \text{outboard corner of steering deck} \\
94" & \text{timer under frame 66 (#4)} \\
64" & \text{1st deck beam}
\end{aligned} \]

\[ \begin{aligned}
\text{Power box} &
\rightarrow \\
\text{Profile} &
\rightarrow \\
10 &
\rightarrow \\
5\frac{1}{2}" & \text{Deep}
\end{aligned} \]

\[ \begin{aligned}
8" &
\rightarrow \\
8" &
\rightarrow \\
8" &
\rightarrow \\
12" &
\rightarrow
\end{aligned} \]
<table>
<thead>
<tr>
<th>Dimensions</th>
<th>Description</th>
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<tr>
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</tr>
<tr>
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<td>17 (\frac{3}{4})</td>
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<td>28 (\frac{3}{4})</td>
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<td>35 (\frac{1}{4})</td>
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<tr>
<td>36 (\frac{1}{2})</td>
<td>36 (\frac{1}{2})</td>
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<tr>
<td>42</td>
<td>42</td>
</tr>
<tr>
<td>45 (\frac{3}{4})</td>
<td>45 (\frac{3}{4})</td>
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<tr>
<td>49 (\frac{3}{4})</td>
<td>49 (\frac{3}{4})</td>
</tr>
<tr>
<td>5(\frac{1}{2})</td>
<td>5(\frac{1}{2})</td>
</tr>
</tbody>
</table>

**Note:** The diagram appears to illustrate a design with dimensions and annotations, likely related to a technical or architectural context. The text and annotations suggest measurements and descriptions relevant to the design.
Deck planks are parallel with centerline.

2 planks at stern.

Left hand bowline curves all the way off.

Curve of side and deck parallel except at off end of deck house.
Below Deck Framing
Stanchions bulkhead at dock beam 18

- 5 stanchions
- bulkhead 2 packs
- 7 1/2" x 2"
- 6 1/2 x 6
- 6 1/2 fwd
- 6 1/4 cong.

Bulkhead stanchion rows 4 sets. Nine stanchions, including 2 sets added to ends of space.

Entrance beam of stanchions:
Starts at bulkhead beam 18 running aft to forward edge of main hold.

Beam to 10 x 10

Main deck beams 11" thick + crown

Stanchions 8' 8" x 8' 7 x 7

8' 8" stanchion

10 x 10 beam 25

8' 8" stanchion

8' 8" stanchion

8' 8" stanchion

8' 8" stanchion

27
Main hatch covers on deck at 1/4 of fwd and fore bow.

Block, anchor

Starboard side, looking starboard main hatch.
52
clamp
5x9

5x9

shelf

hang on at
deck box to 31

beams cut from timbers.

clamp south

shelf

10 x 10
SIX SHIPS - JESSEL 33 MENHADEN TRAWLER
8/19/04

6x3.5

PLAN

GUNNEL

PLATE ADJUTTED TO GUNNEL 24" 8 = 2" APPROX

2ND STABILIZER "BOLLARD" 2" FROM STERN

RIVETS 1" BOLT HEADS

DIMENSIONS = 79" x 24"

BLUE GRAY PAINT CHIPS SEEN ON BOLLARD PLATE

SECTION

LOOKING - STARBOARD (WEST)

FORWARD 37 1/2 FROM STERN

AFT

TOP OF BOLLARD SHOWS WELDING SCARS - BE POSSIBLE TOCH CUT ON IF SOMETHING REMOVED

2" ROVE 3/4" THICK PLATE

BOAT RIVET BOLT BOLT BOLT BOLT

FORWARD

54 2" FROM STERN

3/4" BOLTED L" 3/4" BOLTED L"

DIMENSIONS 54" X 12"

ROUND HEAD 2" BOLT HEADS X 6 ONLY FLAT HEADS

PLATES WELDED TO CYLINDERS 2 1/2" FROM EDGE TO CYLINDER 1" ON WEST (GUNNEL) SIDE

CYLINDERS URGENT THIN WALLS

SAME AS FORWARD 5 1/2 @ BOW

1/4" OR 3/8 PLATE AFT

1/4" YY TACK PLATE BASE 1/4 TO 3/8 PLATE REINFORCING
CIRCULAR MAN HOLE

26 1/2" OVERALL

20 1/2" OPENING
SIX VESSELS
8/18/2004

MAK

VESSEL # 33 (MENHADEN TRAWLER)

STARBORD DECK PLATES X 4 PLUS
6" x 22" - 2 BOLT PATTERN

AFIT

37 10/16" (IMPORTANT)

FORWARD MEASURING FROM AFIT MOST PD FORWARD

SKECH

Sketch of metal plates on stbd

AFT

ROUND HEAD

PINE SOLDER

SD 50

50 X 50"

FORWARD

21 7/8" FROM GROUND

ALL FASTENERS 1" SQUARE HEAD EXCEPT SOUTHWEST CORNER

VERY OXIDIZED
SIX VESSELS - VESSEL # 33
8/19/04
MKE

26 1/2 x 19 1/2
SMALL PLATE

1/2" THICK STOCK

35"
TO GUNNEL

58' 1" FROM STEM

STRENGTH DETAIL

1/4"
Vessel 33
8/19/04 m/e
Ballard + Deck Plate on Starboard Stern Plan View
Plate is 1 in Thick - Ballard is 10 in High
Top of Ballard must have been removed

Deck fastens G-frame to rear of vessel
Under framing timbers possibly stripped

Steel Plate

7 1/2 in
Ballard

Length of plate
75 in

24 in wide @ center
23 in @ stern end

9 ft 4 in from stern
<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Distances</th>
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<td>25.5</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>31.33</td>
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</tbody>
</table>

**Starboard Side of Aft Cabin Beam**: 6" Sided 11" molded

**Sits on top of 2nd notch is 1 3/4" Deep**
B/L  Ben
138  

27 bars to 2 side of
4 ft. with
35 bars to all edges
F. J. sketch
40 to quarter deck
4½ to 1st small deck plate
5½ to large deck plate
54 to 2½ and 2½ large with 3½ small plate
59 to all 4 sides of pool

Deck beam

<table>
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<tr>
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<th>Vertical</th>
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<tr>
<td>3 ½</td>
<td>4 ½</td>
</tr>
<tr>
<td>13 ½</td>
<td>9</td>
</tr>
<tr>
<td>13 ½</td>
<td>9 ½</td>
</tr>
<tr>
<td>5′</td>
<td>13 ½”</td>
</tr>
<tr>
<td>6′</td>
<td>13 ½”</td>
</tr>
<tr>
<td>7′</td>
<td>14 ½”</td>
</tr>
<tr>
<td>8′</td>
<td>14 ½”</td>
</tr>
</tbody>
</table>

Measurement to deck = 26"

Subtract ½ in. from offset in.
for actual measure of run."

Add 1½ to get to gunwale trim.
outer hill
Vessel 33  24 August 2004

85'3" on Baseline Vertical measurements to bottom of hold

\[
\begin{align*}
\mathcal{C} &= 10' 5" \\
10" &= 10' 7" \\
23" &= 11' 7" \\
28" &= 11' 5" \\
44" &= 10' 4"
\end{align*}
\]

60"

Distance 5th of \mathcal{C}
\[
\begin{align*}
\mathcal{C} &= 10' 7" \\
10" &= 10' 11" \\
24" &= 11' 6" \\
34" &= 11' 1\frac{1}{2}" \\
49" &= 10' 4" \\
57" &= 10' 1\frac{1}{2}" \\
62" &= 10' 9"
\end{align*}
\]

Appears to have stringer

At forward face of Deck Beam #24 at 64'5th of \mathcal{C}
\[
\begin{align*}
&= 11' 3\frac{3}{4}" \text{ from top of Deck Planks} \\
&= 9' 11" \text{ from bottom of Deck Beam}
\end{align*}
\]

At forward face of Deck Beam #22 at 102'5th of \mathcal{C}
\[
\begin{align*}
&= 10' 10" \text{ from top of Deck Planks} \\
&= 10' 8\frac{1}{2}" \text{ from bottom of Deck Beam}
\end{align*}
\]

At
\[
\begin{align*}
&= 9' 8" \text{ top of Deck Planks} \\
&= 6' 11" \text{ Bottom of Deck Beam}
\end{align*}
\]

At forward face of Deck Beam #20 @ 107' 5th of \mathcal{C}
\[
\begin{align*}
&= 10' 13\frac{1}{4}" \text{ top of Deck Planks} \\
&= 9' 4" \text{ Bottom of Deck Beams}
\end{align*}
\]

At after face of Deck Beam #21 130' 5th of \mathcal{C} Between Futtocks
\[
\begin{align*}
&= 82" \text{ top of Deck Planks} \\
&= 74" \text{ Bottom of Deck Beam} \\
&= 61\frac{3}{4}" \text{ top of Deck Planks} \\
&= 53\frac{3}{4}" \text{ Bottom of Deck Beam}
\end{align*}
\]

136"
Vessel 33  24 Aug 2004  Vertical Measurements to Hull Interior/Ceiling

At Aft face of Deck Beam #20 (98-4 B.L.) @ 29" S.t. of E (Hole in Deck)
= 11'-2" from top of Deck Planks
= 9'-11" Bottom of Deck Beam

At Aft face of Deck Beam #13 (112-8 B.L.) @ 46" S.t. of E (Deck Hatch)
= 13'-0" from top of Deck Planks
= 11'-9-1/2" Bottom of Deck Beam
At face of Deck Beam #13 = 10'-0" Top of Deck Planks
= 9'-0" Bottom of Deck Beam
At 68" S.t. of E.

At Fuel Tank of Deck Beam #14 (110-8 B.L.) @ 46" S.t. of E.
= 13'-2" from top of Deck Planks
= 12'-0" Bottom of Deck Beam
Fuel face of Deck Beam #14 = 9'-11" from top of Deck Planks
= 9'-3" Bottom of Deck Beam
At 68" S.t. of E.

At Fuel face of Deck Beam #13 = 6'-5" from top of Deck Planks
= 5'-8" Bottom of Deck Beam

At Fuel face of Deck Beam #13 = 5'-6" from top of Deck Planks
= 4'-8" Bottom of Deck Beam
At 123" S.t. of E.

At Fuel face of Deck Beam #13 = 0" from Bottom of Deck Beam
@ 129" S.t. of E.

At Aft face of Deck Beam #12 = 6'-3" from top of Deck Planks to Stringer
= 5'-7" Bottom of Deck Beam
At #12 = 5'-6" from top of Deck Planks
= 4'-9" Bottom of Deck Beam
@ 118" S.t. of E.

At Aft face of Deck Beam #5 = 3'-11" from top of Deck Planks
= 2'-11" Bottom of Deck Beam
@ 91" S.t. of E.
Vessel # 33  24 Aug 2004  Vertical Heas. to Hull Interior

At Fwd Face of Deck Beam # 7
\[ \rightarrow 8'9" \text{ from top of Deck Planks} \]

@ 46" Port of E

At Fwd Face of Deck Beam # 7
\[ \rightarrow 6'3" \text{ from top of Deck Planks} \]

@ 63" Port of E
VESSEL 33 (FISH HAWK)
8/20/04
LAYOUT: FRONT - TOWARD PORT
STBD RAIL DETAIL

2" EB&B RAIL 6" x 3" WIDE X 2 = 6" THICK

REINFORCING SUPPORTS - STBD SIDE AFT SECTION

0 43 2"
6 ft. 37 2"
14 ft. 29 2"
19' 10" 23 2"
26' 17 1/2"
Y-2
Northeast Corner
(Rafting Past? ?)

Appears to have been torch cut (Scorch)
NOTES ON THE DISTRIBUTION OF DEBRIS ON THE DECK WAREHOUSE 2:

- 8 PULLEY WHEELS - AT LEAST ONE PULLEY HOUSING - 10 MILLION PULLEYS ON DECK 2

METAL CONDITION - LARGE AMOUNTS OF RUST, ELEMENTS OF "FANCY" METAL WORK, AND CONCRETIONS

NOTES - CONCRETIONS - SOME SHELVES - ALSO AROUND THE DECK RIM (SEE DRAWING DETAIL DOWN 1ST OR 2ND STORY)

DISTRIBUTION OF RUST PILES

---

PLANT - NO SCENE
VESSEL 2 - 2nd DECK

---

GOOD SHELVES, CLAWS - BIRD FEAST?

---

WEST WIND

RILES OF METAL DEBRIS BY large metal in west wind - door with hviss railing and large metal bracket - small debris pile in front of door

---

EAST WIND

RILES OF METAL DEBRIS BY LARGE WIND - MAINLY MIDDLE LEFT - POSSIBLE SOLUTION OF DOOR

---

PAINT - RED, WHITE IN RUBBER SHOES AROUND DECKS

WHITE PANTS

RED, WHITE - PINK ON BUMPS JUST SOUTH OF DECK)
WIRE ON EAST SIDE
WIRE COBWEB - BUT BLACK - SEE CORNER
EVIDENCE OF REPAIRS - WINGS

1. Repair of planking on East Wing - above 1/4 route of small hatch to North

![Diagram of small hatch with dimensions and notes]

- Wire nails: 1 1/2
- Trim materials
- Shear thickness: 1/16 or 1/32

2. (Brass) bolt on small hatch East Wing North
3. Brass bolt on small hatch East Wing North
4. No bolts on South hatch West Wing.
5. Brass bolts on large hatches West Wing - X2
6. Brass bolt on small hatch West Wing North - 1 brass bolt under hatch

No螺丝 on lower hinges

Note: Large threaded bolts on NE rafting bit could be replacements.
EVIDENCE OF DECK REPAIRS VESSEL 2 SHOOPER II

8/18/2004

NOTE 3 BOLTS

COVER RAIL

15 x 15

42" x 22

42" x 22

36'9" 40'

25'10"

15'10"

25'10"

21' 12" 12"

DECK RIDER

DECK RIDER

29'

33'

H2 x 22" REPAIRS @ 33'

A M A N T E C

Both H2 x 22"
8/17/04  Mike Me

Determine the depth of mord - depth of floor
from top of deck beam @ 46' 6" from vessel @ 12' 7"

Profile sketch

Looking west

12' 7" to top of deck is form
8/10/2004 - MCF VESSEL 2 SHOOTERS

WEST KNOE

FOTO TAKEN 1ST OR 2ND DAY

“REPAIR” OR “ACCESS” BETWEEN 5’6” DECK RIDERS

25’10” @ 57’10” NE CORNER 22 x 44” - COVERED
21’10” @ 57’10” NE CORNER 22 x 44” - NOT COVERED

NOTE: THERE ARE 3 MORE “ACCESS” HOLES ON THE EASTERN HOLE OF THE VESSEL -

2 BETWEEN RIDERS 3’4”
1 BETWEEN 11’ 6” - 7”

WONG VANCE COVERED

REPAIR OF FADYEYE SETUP @ 6TH DECK RIDER - SOUTH SIDE WHERE IT MEETS THE CENTRE “VESSEL”
Drawing not to scale
Scaph locations on north line of U2

East Wing

Crown Timber

Center Timbers

Deck Plen King

West Wing

All measurements taken from O1 & NU corner of U2

Scaphs cut 48" linear
Wing and Funnel Detail

Beam 5 go at least 3 mm back from main deck beam.

End framing

5 sets to wire bulkhead.

Main deck

Detail A this is different from V2.

Face be carried back.

Deck bin 23x22 just below 2nd deck 1" diameter.

 aft to 60 of V1
Wing from high

main deck beam

24" 27"

End frames
appear to double up (sections at hillends)

Run in spread between shears

4x5 on both sides of wing

8x10 at frames
top deck railing

1-1/8" diameter pipe

Outlet pipe flange location elev. - 1

Support - 13
end profile detail

1½ - curved timber

1½ - edge of sheathing (fastened with regular nips)

3½ - 6" hull plank

3½ - forward 3½ to 6" thick

7½ - from 5½ in same position, but wider

7½ - longer below

½, sand and tarred

for 6" hull plank

looking west

3½ - 5½ - sheathing

1½ x 1½

1½

1½

1½ 1/2

 Stern looking north
wing profile | deck base location

Plank 5

Plank 32

Plank 27

Seat size
around below plank 27

Plank 17

chink
Wing profile

Extra check locations or fasten pattern

Check one
12" x 10"

9th flange up from chine
possibly elevated

and frame

1st 4 frames from
6 VESSELS
VESSEL - 1 (VESSEL + SOUTH SEGMENT) BLEPER PREPARATION

INSIDE

12" DIAMETER

13.5" - 9" DIAMETER

12.2" DIAM

IDENTICAL

GASKET MATERIAL

CUTTING MATERIAL

2" DIAMETER

NUT ASSEMBLY

GASKET

NUT - 2"

WOOD

PLAN

SCRETCH
3rd Frame (from North) - Butt Joint @ 25' 7" from Q

1st Stanchion - 10 x 4 South Side @ 4' 10" from Q
2nd Stanchion - 10 x 4 " @ 9' 6" from Q
3rd Stanchion - North @ 18' 11" from Q
4th Stanchion - South @ 23' 7" from Q
5th Stanchion - North @ 32' 11" from Q

4th Frame (from North) - Butt Joint @ 21' 4"

1st Stanchion - Tie Rod

2nd Stanchion - 18' 11" from Q - North Side
Reinforced Double @ 14' 4" → 23' 4" @ 21' 4" = Butt Joint
3rd Stanchion - South Side
Bulk Head @ 28' 3" (5" thick)
4th Stanchion - North Side

(Note Support Structure for Rafter 8' 15")

5th Frame (from North)

1st Stanchion - @ 4' 10" from Q - on North
Bulk Head @ Center = 14'
Reinforced Double - Butt Joint @ 14' 4" → 18' 4"
2nd Stanchion - Center - 16' 4"
3rd Stanchion - South Side
Bulk Head Center - 28'
4th Stanchion - 32' 16" Center - North Side
FRAME DETAILS
6 SHIPS - VESSEL 2
8/7/04

WE'VE MADE

2ND FRAME - MEASURES

NUT MEASURED

2 STANCHIONS - BETWEEN E & 1ST BULKHEAD - BOTH SOUTH
BULKHEAD 2 14'2" FROM Q

18'6" = 3RD STANCHION - W/ VERTICAL BRACE - STATION ON NORTH
FLOOR

REAR OF C 13'1"

4TH STANCHION - 23'2" & W VERTICAL BRACE SOUTH
BUTT JOINT REINFORCED "23'8" TO 27'5"
VERTICAL - TIE ROD 29' FROM C - CENTRE OF DECK FROM
5TH STANCHION 32'8" NORTH SIDE W VERTICAL SPACER

7TH FRAME

- 2 STANCHIONS BETWEEN E & 1ST BULKHEAD - SOUTH SIDE

(AB- 10'6" FROM E ALL TRUSSES) WEDGES START HERE)
- BUTT JOINT REINFORCED - 14'6" - 18'5"
- TIE ROD @ 15' FROM C

- STANCHION 18'6.5" - 19'4.5" NORTH SIDE
- STANCHION 23'8" SOUTH SIDE W/ SPACER
  TIE ROD @ 27'2"
- 28'3" & BULKHEAD
  STANCHION - NORTH SIDE @ 32'11" (CENTRE)
- STANCHION - SOUTH SIDE @ 37'6" W VERTICAL REINFORCE

8TH FRAME

ALL BULKHEAD - TOTAL DISTANCE - NO VERTICALS
EXCEPT BULKHEAD (LONGITUDINAL)
Frame 3

2nd Truss, laminated (1) @ 28 ft 6 in - 50 in T.O.T. to deck planking

3rd Truss @ 28 ft 6 in - 9 ft 8 in T.O.T. to deck planking

4th Truss @ 28 ft 6 in 12 ft 4
To, T to T, O, D, planking

Depth to bottom planking - 13 ft 8 in

2nd Truss 15 in deep, 9½ wide

PLAN VIEW

10 ft 10½

14 in center on bolts
Deck Features on Vessel II

L- Distances from centerline

1. 4 ft 10 in from centerline
2. 5 ft 11 in Triangular
3. 9 ft 6 in - Vertical Station (10 in wide) South side
4. 10 ft 5 in - Distal End of Triangular
5. 14 ft 3 in - Bulk Head perpendicular to Deck Beams (counter part)
6. 15 ft 1/2 in - Vertical Tie Rod Bolt Head
7. 18 ft 11 in - Vertical Station (10 in wide) North side
8. 23 ft 7 in - Vertical Station (10 in wide) South side
9. 23 ft 7 in - Mediale edge of reinforced joint on 3rd Deck Beam
10. 27 ft 2 1/2 in - Vertical Tie Rod Bolt Head
11. 27 ft 6 in - Lateral edge of reinforced joint
12. 28 ft 3 in - Centerline on perpendicular Bulk Head 5 in thickening
13. 29 ft 5 in - Notched Butt Joint on proximal end of diagonal truss (truss)
14. 31 ft 2 in - Proximal end of Triangular Blocking
15. 32 ft 10 in - Distal end of Triangular Blocking (truss)
16. 36 ft 1/2 in - Perpendicular timber (8 in wide)
17. 42 ft 11 in - to edge of West Wing

1A. 32 ft 11 in - Vertical Station on North side

- 24 in Vertical Brace
- 58 in from Deck Planking to Top of Angled Truss
- 36 in from Truss to Top of Deck Planking

1A. 5 ft 3 in to 9 ft 1 in = Hatch frame - timber 4" x 6"

Scantling List - 3rd Frame from North
DEPTH OF HOLE - MEASURE W PULL AND PLUMB DOB
TO WOOD - FROM DECK TOP
14' 2.75" @ 7' 9" FROM CK FROM TOP OF DECK
14' 3" @ 20' 2" FROM CK FROM TOP OF DECK
13' 2" @ 34' 11" FROM CL
13' 8" @ 28' 6"

POSSIBLE "BAND" OF THE BOTTOM

TOP OF 3rd TRUSSES (TOPMOST)
CK 14' FROM CK TOP PULLEY TO TOP TIMBER 21"
CK 20' FROM CK 29.5"
CK 26' 44"
CK 32' 6" 60"

THIS WILL SHOW THE OUTLINE OF THE SEVEN TRUSSES

THIRD TRUSS MEETS DECK FRAME (BOTTOM) @ 5' 11" FROM CK

NOTICE: VERTICAL APART ON NORTH SIDE

LOOKING NORTH:
PERFECT PATTERNS
NO VERTICAL FASTENERS MOUNT THE FRAME ON DECK

VERTICAL FIXTURES ON DECK

BUCK HEAD

4X6" HARD FRAME W/ 2 FASTENERS

45"

60"

CAN'T SEE BELOW

2" NUTS ON CARRIAGE BOLTS - OFFSET 1" 3 1/2" WASHER
6 VESSELS
8/17/04 ME/MKF

PLAN - BUTT JOINT REINFORCES - PLAN
TRUNKEL PATTEHNS 1" TRUNKELS

CARRIAGE BOLT PATTERN @ 8" SEE DRAWING 8/14/04
6 VESSELS
JL (staircase)
8/15/04

EXTENDING SCANTINGS FROM 3rd FRAME BY MEASURING THE 7th.

NOTE: YESTERDAY WE TOOK SCANTINGS ON FRAME 3 OUTSTOPPED AT PENT. 52'11" FROM E. BECAUSE PLUMBING MIGHT ALLOW FOR VISIBILITY AND ROOFING BOLT FRAME WORKS IN THE NORTHWEST CORNER OF U, 2.

VERTICAL SPACER ON FRAME 7 to 37' 10.5 from E. RXA. SPACER IS ON SOUTH SIDE OF FRAME 7.

THIS WOULD MAKE 5 VERTICAL SPACERS PER FRAME.

DISTANCE TO WEST WIND = 43'11" & TO FREE BOTTOM OR WINE. - BUT DECK BEAM CONTINUES THROUGH TO OUTSIDE OF WIND.
SIX VESSELS
VESSEL 2 - SHOOTERS
08/11/04
MCF 3/ME

FACING SOUTH

- VERTICAL FRAME DETAIL
- ATTACHED TO DECK BEAM #11 (FROM NORTH)

10" x 9" x 16'6" TO BOTTOM

VERTICAL FRAME

DECK PLANKING = 3.5" ASSUME 4" TO START

PLANK
PLANK

DECK BEAM
10" X 10"

BLOCK 10" WIDTH

DIAGONAL STANCHION

SQUINT TIMBER

VERTICAL STATION 5" X 10"
W/ 3 FITTINGS
"BEANS" VERTICAL STATION BETWEEN TIMBERS

VERTICAL STATION 5" X 10"

LAMINATED:

10'6" TO BOTTOM
Wild pipe between floor 15 and 16

XSec looking north

14½

12' pipe

6½'

0-10-7

Deck beam

Diagram 14

Flange disk

Diagram 15

Pipe

Notes:
- Two 5½ x 8 beams at floor 15
- 5½ x 5½ flanges supports run caring beams
- Three vertical beam from top to bottom
- Flange 1½ in diameter
- Holes 1½ in diameter
- 26" ten bolts across
- 20" 4½"
- 3½" 3½"
1) 13
2) 11
3) 10
4) 9
5) 8
6) 7
7) 6
8) 5
9) 4
10) 3
11) 2
12) 1
13) 0

\[ \text{Formula: } \]

\[ \text{Diagram: } \]

\[ \text{Note: } \]

\[ \text{Handwritten notes: } \]
Location of living space

Main deck beam

Main deck beam

Transom beam

Gate values
10" from (bilge) 9" aft 66 1/2" from chine

Stern diagonal forward of 8th frame

Ends up to bottom of plak #39
location of doors, bulkhead piers to be
start 6 1/2 from 5 1/2
one pier high (11 1/2"
fasteners go through open - probably go through
both circ logs
Deck beam plans

Panel 1

Sketch:

Mold 12" side 15°

Location:

Building edge 23" below

3rd long bulkhead
Long from profile
you deck ben
3" mould
w5'9" std

3 1/2" hewn plank

time 1'8"

some side as figure

Upper deck level

Join hull plank
from main deck
to upper deck
21 planks

Fram bow 10" moulded
at upper deck

5 1/2" inch fram added
to side frame
instead makes it
thicker 3 1/4" the side
of frame

Hull deck: bottom

2 boards long at stern

fines in back, switch
side or mid point
Frame 15

Eccentrics

A: Vertical frame
18 mil. \
5" - 6" sided

B: Beam
7" molded
8" sided
two timbers in molded direction
3" + 5" (2 x 8"

C: Wing planking
4½" molded
9½" sided

D: Beam
7½" molded
7½" sided
2 beams

E: Truss
5½" sided
7½" molded

D2

D3

D4

D5

F: Beam
10" sided
4½" molded

G: Beam
10" molded
10" sided

H: Knee

Notes:
Timbers J, B, D, E are composite beams with different size timbers.
See detail F for dimensions.
N 4 1/2 x 4 1/2 milled
7 1/2 molded
B
1 3/1
17 1/2

81. Lumber and timber runs b/n Face 17 1/2
82. Length of rafter
81/2 milled beam 2 1/2
subfloor b/n 12+11
wing profile
Wing frame sections

<table>
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<th>Frame</th>
<th>DL</th>
<th>bulkheads</th>
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<td>7</td>
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Note:
- Cross bracing in wings
- Switch sides of frame
- 17" molded (two timbers 10" x 7")
- 8" solid

Wing plankings

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<th># of</th>
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<td>1st</td>
<td>40 - 41</td>
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<tr>
<td>6 x 6</td>
<td>1st</td>
<td>42 - 43</td>
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</table>

29' 5 7/8' to top of plank
+ 2.5 squares, measured

# of timbers from top of frame
08/10/04 NKE/ME

CONTINUOUS Doka DECK FEATURE + 1 WEST WING

LARGE HATCH 45 x 69" OD
CARRIAGE GAPSS 0.75 - 0.78
HATCH COVER = 9" LONG

4 DOGS EXTANT / TWO OFF

Planks = 9" x 3.5" THICK

NOTE: TIMBER 30.6" DEEP

3 BOLTS

GUNWALE TIMBER 6"

HATCH ON DECK

2 1/2" DAND
SIX VESSELS
V2 SHOOTERS ISLAND
MLP & ME
LITTLE DOOR SOUTH ON WEST WING
FEATURE 2
WEST WING

DECK HATCH LEVERS = 3/4" DIAM

RUBBER GASKET

WEDGE SHOVED TO THICKEN DOG

CRAZY BOLTS RUSHED TO DOOR FRAME - LOOK LIKE RIVETS BUT ...

1/2" IRON FOR FRAME & DOOR

RUBBER GASKET 1/2" THICK
PAINTED TWO TIMES WHITE
THEN BED NO PAINT ON WOOD TO SPEAK OF...
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<tr>
<td>23</td>
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Note:
Joint locations are at the center of each frame for first 16 planks after which they are offset 36" 9/16.
Panamerican Consultants, Inc
Recodnation Form

Project Name: Vessels  Project Number: _______ Vessel Name: V-2

Team Members: Michael Faust  Matt Elliott

Feature (i.e. Cross Section, Plan View, Etc.): Hatch Feature #1 West Wing

Photo Log: Note: Be sure to place measuring device in camera view

Roll #/Shot # Location: West Wing Direction: West Looking NW

Sketch of Feature (include measurements):

[Diagram of feature with labeled directions]
Frame 8, 1st bulkhead

Frame 9

where is bulkhead in relation?

Frame 9

Frame 8

bulkhead

---

\[\text{Lumber: \#6} \]

\[\text{B 4\times4} \]

\[\text{V2 using planking} \]

\[\text{fastener pattern} \]

---

\[\text{fasteners:} \]

- \(5/8\) " head cotter pin

- \(1/4\) " shaft pin

- \(1/2\) " head spike

- \(3/4\) " dia. average bolt

- \(2 1/2\) " drawn head average bolt

- countersink \(3/4\) inch
Deck plan
#### Location of Deck Beams on 612 Deck Plan

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<th>Distance (in)</th>
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<td>29' 6&quot;</td>
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<tr>
<td>10</td>
<td>33'</td>
</tr>
<tr>
<td>11</td>
<td>36' 6&quot;</td>
</tr>
<tr>
<td>12</td>
<td>40'</td>
</tr>
<tr>
<td>13</td>
<td>43' 10&quot;</td>
</tr>
<tr>
<td>14</td>
<td>47'</td>
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<tr>
<td>15</td>
<td>50' 6&quot;</td>
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<td>16</td>
<td>54'</td>
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<td>17</td>
<td>57' 6&quot;</td>
</tr>
<tr>
<td>18</td>
<td>61'</td>
</tr>
<tr>
<td>19</td>
<td>64' 7&quot;</td>
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<td>68' 1/2&quot;</td>
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<tr>
<td>21</td>
<td>71' 5/12&quot;</td>
</tr>
<tr>
<td>22</td>
<td>75' 1/2&quot;</td>
</tr>
<tr>
<td>23</td>
<td>78'</td>
</tr>
</tbody>
</table>

#### Deck Beams

- **32' 1/2" o.c.**
- **9 1/2" Spacing**
- **42" total beam set**
- **23 sets**

#### Calculations

\[
\begin{align*}
\bar{L} & = 42" \\
N & = 23 \\
\text{Length} & = \frac{\bar{L} \times N}{2} \\
\text{Total Length} & = 946" \\
\end{align*}
\]
WOOD BLOCK DECK FITTING

DECK KEELSON

DECK PLATE

WOOD BLOCK THRU DECK FITTING

DECK FLOOR

Rope Eye

TO NEXT THROUGH 49"

42 1/2" TO NEXT THROUGH BOAT

Rope

Base Line

VESEL Z - SHOBBERS ISLAND
07/10/04
MKE. ME

48 Min From 31st on baseline
SIX VESSELS
VESSEL 2 SHOOTERS ISL.
07/11/04
ME's ME

38' 7"

CENTER LINE

5" SQUARE CUT OUT
2" THICK WOOD

3½" HOLE THROUGH DECK

DECK KEELSON

CONCRETE

METAL FRAME REMAINING

CIRCULAR CUT PAST DECK

WOOD - 9" WIDE
Six Vessels
VESSSEL 2 SHOOTERS
7/10/04
MRF'S ME

[Diagram of a deck area with annotations:
- "PUSHED OUT METAL"
- "DECK KEELING MISING HERE"
- "DECK FLOOR"
- "WOODB 2"
- "MEASURES"]
<table>
<thead>
<tr>
<th>B/L</th>
<th>Deck plank #</th>
<th>B/L</th>
<th>Deck plank #</th>
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<td>4</td>
<td>6'1&quot;</td>
<td>13</td>
</tr>
<tr>
<td>4'11&quot;</td>
<td>11</td>
<td>19'13</td>
<td>18</td>
</tr>
<tr>
<td>4'11&quot;</td>
<td>13</td>
<td>2'30&quot;</td>
<td>21</td>
</tr>
<tr>
<td>12'0&quot;</td>
<td>5</td>
<td>2'30&quot;</td>
<td>35-10</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7'1'6&quot;</td>
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<tr>
<td>15'6&quot;</td>
<td>12</td>
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<td>19'0&quot;</td>
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<td>22'6&quot;</td>
<td>2</td>
<td>26</td>
<td>21</td>
</tr>
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<td>2</td>
<td>10</td>
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<td>28'6&quot;</td>
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<td>33'1&quot;</td>
<td>8</td>
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<td>36'6&quot;</td>
<td>14</td>
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</tr>
<tr>
<td>43'6&quot;</td>
<td>17</td>
<td>42</td>
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</tr>
<tr>
<td>57'6&quot;</td>
<td>38</td>
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Note: The numbers indicate deck plank locations.
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<tr>
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<td>6&quot;</td>
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<td>7&quot;</td>
<td>8' 7 1/2&quot;</td>
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<td>8&quot;</td>
<td>9' 7 1/2&quot;</td>
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<td>10&quot;</td>
<td>11' 5 1/2&quot;</td>
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<td>11&quot;</td>
<td>12' 5 1/2&quot;</td>
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<td>31' 5&quot;</td>
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<td>31&quot;</td>
<td>32' 5 1/2&quot;</td>
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<td>3' 1/2&quot;</td>
<td>28 9/16&quot;</td>
</tr>
<tr>
<td>4' 1/2&quot;</td>
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<tr>
<td>41' 10&quot;</td>
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<tr>
<td>43' 10&quot;</td>
<td>27 9/16&quot;</td>
</tr>
<tr>
<td>45' 10&quot;</td>
<td>27 9/16&quot;</td>
</tr>
</tbody>
</table>

End of timber

Measurements taken on transverse planks #3

Transverse planks of single timbers except at #3 & #5 which have joints at offset 12' 9"
Panamerican Consultants, Inc
Scantlings Form

Project Name: 6 nosmr      Project Number:  Vessel Name: V2

Team Members:  

Name of Part: Deck side/dock teak

Location of Part on Vessel: main deck, centerline

Measurements: Molded: 11 1/4"      Sided: 12"      Length: See 8/10/04 0 V2 deck plan pg 4

Sketch of Part (be sure to note fastening size and location, including joints)

see V2 deck plan pg 1-3 8/10/04

Material: Shape:

Photo Log: Note: Be sure to place measuring device in camera view

Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Panamerican Consultants, Inc
Scantlings Form

Project Name: "VESSEL"  Project Number:_____  Vessel Name: "U2"

Team Members:__________________________

Name of Part: "transverse deck bows"

Location of Part on Vessel: "main deck, between 4th and 5th deck beams and deck rings"

Measurements: Molded: 11 1/2  Sided: 13 1/2  Length: ________

Sketch of Part (be sure to note fastening size and location, including joints)

![Sketch of Part]

Material:_______  Shape:_______

Photo Log: Note: Be sure to place measuring device in camera view

Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Shot #_______  Location:_______  Direction:_______
Panamerican Consultants, Inc
Scantlings Form

Project Name: 
Project Number: 
Vessel Name:  

Team Members:

Name of Part: Deck plank

Location of Part on Vessel: Deck

Measurements: Molded: 4' Sided: 1' Length: 

Sketch of Part (be sure to note fastening size and location, including joints)

Material: 
Shape: 

Photo Log: Note: Be sure to place measuring device in camera view

Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Shot # Location: Direction:
Electrical Box Case

made by
F. H. Lowell & Co.
Arlington, NJ U.S.A.
APPENDIX E: VESSEL ILLUSTRATIONS

(see enclosed CD)
APPENDIX F: PHOTO LOGS
<table>
<thead>
<tr>
<th>NEG #</th>
<th>SHOT #</th>
<th>DATE</th>
<th>DESCRIPTION</th>
<th>VIEW</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>4</td>
<td>8/10/04</td>
<td>Three-way Hatch / West wing West</td>
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</tr>
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<td>5</td>
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<td></td>
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<td>6</td>
<td>4</td>
<td>8/10/04</td>
<td>Door Hatch</td>
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<tr>
<td>7</td>
<td>7</td>
<td>8/10/04</td>
<td>Side shot + close handle</td>
<td>YES</td>
</tr>
<tr>
<td>8</td>
<td>9</td>
<td>8/10/04</td>
<td>North side + Hinge (seen rise)</td>
<td>YES</td>
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<td>9</td>
<td>10</td>
<td></td>
<td>Hatch Hinge</td>
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<td></td>
<td>Possible Hatch Door</td>
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<td>11</td>
<td></td>
<td></td>
<td>South Hatch, on west wing West</td>
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<td>13</td>
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<td>8/10/04</td>
<td>Huge Detail; Front of other dock (Stern)</td>
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<td>14</td>
<td>14</td>
<td></td>
<td>South profile, of small Hatch, North</td>
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<td>North profile of U + L</td>
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<td>16</td>
<td>8/10/04</td>
<td>Plan view of wood deck + East Deck</td>
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<td>17</td>
<td>17</td>
<td></td>
<td>Deck details - west view</td>
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<td>Panoramic view South East</td>
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<td>8/10/04</td>
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<td>Gutter / Hook loose on deck</td>
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<td>29</td>
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<td>Vessel 1 south - exhaust drain</td>
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<td>30</td>
<td>8/11/04</td>
<td>Vessel 2 - Sub deck framing</td>
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<td>31</td>
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<td>32</td>
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<td>Deck repair - exposed wood gunk / East plan</td>
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<td>8/11/04</td>
<td>11' 23.9 from 6' E, East</td>
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<td>34</td>
<td>34</td>
<td>8/11/04</td>
<td>44' x 22' Baseline</td>
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<td>35</td>
<td>35</td>
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<td>South side detail, 32.6' East, 8.5' South</td>
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<td>Scarf Joint @ 32.6 &amp; 8.5' South, South view</td>
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<td>converter on pump drive shaft</td>
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<td>Observe 14, 15th flame</td>
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<td>Joint in head tank</td>
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<td>15th flame</td>
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# PANAMERICAN CONSULTANTS, INC.
## PHOTOGRAPHIC LOG

**Project Name:**

**Project Number:**

**Roll No.:** 3

**Camera:** B&W

**Photographer's Name:** Andy

**Film Type (Circle Appropriate Choice):** B&W

**No. of Exposures:**

**Film Speed:**

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<td>Rafting log, stbd</td>
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<td>16</td>
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<td>Hill truss detail, station #18, on offset, port</td>
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<td>17</td>
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<td>Truss + bulkhead detail, trans 1-6, port</td>
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<td>18</td>
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<td>Truss, + station #18, ca. 25-30° on port side</td>
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<td>19</td>
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<td>Hill of truss junction port side 4th frame</td>
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<tr>
<td>20</td>
<td></td>
<td>1</td>
<td>east</td>
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<tr>
<td>21</td>
<td></td>
<td>Long post, framing detail</td>
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<td>22</td>
<td></td>
<td>Deck post, framing detail</td>
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<td>23</td>
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<td>3rd long, bulkhead 2 &amp; 3, forward, main truss</td>
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<td>24</td>
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<td>Station detail</td>
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<td>25</td>
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<td>27</td>
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<td>Impeller, stbd wing</td>
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<td>28</td>
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<td>Rounded forging, impeller shaft</td>
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<td>29</td>
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<td>Pipe, port side</td>
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<td>30</td>
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<td>Y and outlet pipe, std view</td>
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<tr>
<td>31</td>
<td></td>
<td>Outlet/diaphragm</td>
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<td>Roll 5</td>
<td>1</td>
<td>Impeller housing</td>
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</tr>
</tbody>
</table>
1. West face of dry deck - view to east
2. Weld repair patches on West face - view to east
3. Close up of patch (over seam) - view to east
4. Through hull pump flange - view to east
   (Port side of V2)
5. Ditto
6. Ditto
7. NU Corner of V2 - with H20 gauge - view to Southeast
8. Closeup of NU corner & H20 gauge - view to SE
9. View to east of the North face of V2 (Note scarfs)
10. View to SW of face - note scarph joint
11. Scarph joint on North face of V2 - view to South
12. Longitudinal support on main deck - view to South
13. Scarph joint - close up on North face of V2 - view to South
14. Chin timber (1) & iron bracket on NE face of V2
15. NE wing of V2 - view to SE
16. NE wing/corner of V2 - note scupperwells
17. Close up of corner - construction - view to South
18. Spud - construction on NE corner of V2 - view to West
19. Value (through hull) on East side of V2 - view to West
20. Ditto - close up
21. Ditto
22. SE spud frame - view to West
23. View west along South face of V2
24. Closeup of Value on East side of V2
25. Ditto
26. Wood frame around Value - view to West
27. Spud on NE corner of V2 - view to NU
28. View west down North face of V2
29. NW or SW corner of V2 w/ iron sheeting
30. Ditto
31. Scarph on North face - view to South
#33 - Andy recording Chine Construction - View to east (U1)

#34 - Feucht measuring repair patch on NE corner of U2

#35 - pump box U1 writing (unintelligible) view to east

#36 - iron bracket for clamping down connecting timbers
       between cur deck sections. (on U2)

End of Roll # 6

Roll # 7 (8mm 35 mm)  8-13-04

#1 - Close up of iron brackets fastening hole on U2

#2 - Spud assembly on NE corner of U2

#3 - Ditto

#4 - Chine assembly on SW corner of U2 - View to NW

#5 - Longitudinal deck keels (S) of U2. Note sacrificial planking
       View to north.

#6 - Panoramic Shot looking North of U2 (with freight deck, Dufy, etc)

#7 - Scraph on Southern face of U2 - View to north.

#8 - Spud Assembly on SE corner of U2 - View to NW

#9 - Ditto

#10 - Wood frame for outflow valve

#11 - Vertical valve on NE corner of U2. View to NW

#12 - exhaust stack on East wing of U2 - View to west

#13 - Transverse iron pipe that empties wing section - View to west

#14 - iron bracket on NE corner of U2 - View to west

#15 - Corner Construction on NE corner of U2 - View to south

#16 - Spud box tension rods. Clog up of end nuts.

#17 - NE corner of U2

#18 - Elliott, Feucht stringing baseline type - View to west

#19 - burnt NE corner of U2 (w/spud) view to NW

#20 - burnt SE corner of U2 (w/spud) view to SW

#21 - burnt center section or U2 - View to SW

#22 - Wing bulkhead (burnt) on east wing View to west

#23 - transverse bulkhead / boat hull fastening pattern
       (w/ tape measure) View to west

#24 - Wood Chock w/ through pipes (2) for drain?!! View to
       west

#25 - View to north along east face of U2. Note wood exhaust
#31 Close-up of SE spud box assembly.

#32 Close-up of corner construction & SE corner of U2 view to North.

#33 Shot of corner "patch" on SE corner of U2 - view to North.

#34/#35 Waterline shot between U1 & U2 view to west.
<table>
<thead>
<tr>
<th>NEG #</th>
<th>SHOT #</th>
<th>DATE</th>
<th>DESCRIPTION</th>
<th>VIEW</th>
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<tbody>
<tr>
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<td>9/19/04</td>
<td>Duff recording menhaden bow</td>
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<td>4</td>
<td></td>
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<td>Bow repair (unmeasured type)</td>
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<td>5</td>
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<td>Stern detail</td>
<td>E</td>
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<tr>
<td>6</td>
<td></td>
<td></td>
<td>Starboard side</td>
<td>E</td>
</tr>
<tr>
<td>7</td>
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<td>Starboard side</td>
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<td>8</td>
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<td>Lower hull planks &quot;n&quot; stud</td>
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<td>Iron cap on &quot;n&quot; rail</td>
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<td>12</td>
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<td>Starboard tank after &quot;n&quot; bow</td>
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<td>13</td>
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<td>&quot;n&quot;</td>
<td>W</td>
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<td>W</td>
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<td>31</td>
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<td></td>
<td>Main deck full</td>
<td>W</td>
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<td>Roll #8</td>
<td>Shot #</td>
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<tr>
<td>32</td>
<td></td>
<td>Forward Cabin</td>
<td>From Bow looking Aft</td>
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<tr>
<td>33</td>
<td></td>
<td>Bow Chock Starboard</td>
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<tr>
<td>34</td>
<td></td>
<td>Top of Stem</td>
<td>South</td>
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</tr>
<tr>
<td>35</td>
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<td>Stem Fastener Pattern</td>
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<tr>
<td>36</td>
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<td>Gunwale/Star Join (Stb)</td>
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<tr>
<td>37</td>
<td></td>
<td>Deck at Bow/Star</td>
<td>South / Fore</td>
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End of Roll #8 Black and White "TMax 100"

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<tr>
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<td>Deck Plank to King Planks</td>
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<tr>
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<td></td>
<td>King Deck Plank Fastener Pattern</td>
<td>North</td>
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<tr>
<td>4</td>
<td></td>
<td>Main Deck Stb. Deck Plank Detail</td>
<td>South</td>
</tr>
<tr>
<td>5</td>
<td></td>
<td>Stb. Bulwarks at Bow</td>
<td>South</td>
</tr>
<tr>
<td>6</td>
<td></td>
<td>Fwd. King Post</td>
<td>East</td>
</tr>
<tr>
<td>7</td>
<td></td>
<td>Pilot House Base (Stb)</td>
<td>South</td>
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<tr>
<td>8</td>
<td></td>
<td>Pilot House Base (Stb)</td>
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<tr>
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<td></td>
<td>Steering Mechanism</td>
<td>North</td>
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<td>Steering Mech. Side View</td>
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<tr>
<td>11</td>
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<td>Deck Fittings Ever/Pipe/Chain/Point</td>
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<td>12</td>
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<td>Deck Plank Fastener Potter/015 on Baseline</td>
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<tr>
<td>13</td>
<td></td>
<td>Turnbuckle on Deck Baseline 0.116</td>
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<td>14</td>
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<td>Fastener Pattern on Wood Plugs 0.117</td>
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<td>15</td>
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<td>Square Hole in Deck Stb. 0.114</td>
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<tr>
<td>Slot #</td>
<td>View</td>
<td>Baseline</td>
<td>Description</td>
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<tr>
<td>16</td>
<td>East</td>
<td>c 112 ft.</td>
<td>Hatch in Wheelhouse, 5th Side</td>
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<tr>
<td>18</td>
<td>North</td>
<td>c 115°</td>
<td>Deck Hatch Joint Pattern</td>
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<td>South</td>
<td></td>
<td>Corner-616/Aft- Detail of Pilot House</td>
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<td></td>
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<tr>
<td>22</td>
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<td></td>
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</tr>
<tr>
<td>23</td>
<td></td>
<td></td>
<td>Mistake/Fubar</td>
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<tr>
<td>24</td>
<td>East</td>
<td></td>
<td>Pilot House, Aft Base</td>
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<td>25</td>
<td>East</td>
<td></td>
<td>Mast</td>
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<tr>
<td>26</td>
<td>East</td>
<td>c 72°</td>
<td>Deck Fittings</td>
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<tr>
<td>27</td>
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<td></td>
<td>Hatch Coupling, Fixed Face Cargo Hatch</td>
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<td>Cargo Hatch</td>
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<td>32</td>
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<td>c 58°</td>
<td>Round Iron Deck Hatch, 5th Side</td>
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<td>Stb. Gunwale Repair Detail</td>
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<tr>
<td>34</td>
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<td></td>
<td>(Whole)</td>
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<td>35</td>
<td>West</td>
<td>c 160°</td>
<td>Deck Rail Base, 5th Side</td>
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<td></td>
<td>Deck Rail Hole (Directly Above #35)</td>
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<td>North</td>
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<td>Scarf in Gunwale Top Plank</td>
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End of Roll #9
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<td>Eyebolt w/ Ring Stb. Gunwale at Gunwale Seab.</td>
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<td>Eyebolt w/ Hemp Core Wire Rope</td>
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<td>X</td>
<td>X</td>
<td>FUBARBA</td>
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<td>Hemp Core Wire Rope Detail</td>
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<td>North</td>
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<td>Quarter Deck 5th End Detail</td>
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<td>6</td>
<td>North</td>
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<td>Quarter Deck Forward End</td>
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<td>Circular Steel Deck Hatch, Open, 5th Side</td>
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<td>Stb. Gunwale Fastening Pattern</td>
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<td>9</td>
<td>North</td>
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<td>Quarter Deck General View Aft</td>
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<td>&quot; &quot; &quot; Gunwale Interface</td>
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<td>&quot;</td>
<td>&quot; &quot; &quot; &quot; Detail</td>
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<td>Stb. Gunwale Looking Fwd</td>
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<td>Salvage Damage / Hole in deck</td>
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<td>Railing Stile Stb Q'Deck</td>
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<td>Deck Fitting, unknown</td>
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<td>General View Forwведен From Q'Deck</td>
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<td>Q'Deck Deck Blank Fastener Pattern</td>
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<td>e46'</td>
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<td>44</td>
<td>Remains of Salvaged Deck Fitting</td>
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<tr>
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<td>+34+35+36</td>
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**Note:** The descriptions indicate various views and details of the ship's structure and fittings, focusing on the quarter deck and its components.
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<th>DESCRIPTION</th>
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<td>8/23/04</td>
<td>Bad Shot</td>
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<td>8/23/04</td>
<td>Fairbanks Morris Engine</td>
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<td>Foreend of Engine</td>
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<td>&quot;workers&quot; on boat</td>
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<td>Panorama of Boat</td>
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<td>Framing details sub deck</td>
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<td>Cutwaters on port bow</td>
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<td>Longitudinal bow starboard side</td>
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**NOTE:** The description includes various elements of the vessel such as decks, engine rooms, and various parts of the hull. The view indicates whether the shot is from the east, west, or starboard side.
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27th Oct 2004

SIX VESSELS

SSEX COMPANY - JERSEY CITY, N.J. - = BRICK BY LEWIS

F 01

LEVER SYSTEM - DREDGE. BY MANHATTAN TROLLIER

BOW = EAST END

92 1/2' Wide

11 LEVERS - Coarse, Fine Gearing -

From Port Side

C F C C F C C

V. Course

Pared List - Vessels #37 Dredge

1. Mining South = LEVERS
2. " " " = LEVERS
3. East = LEVERS
4. North = LEVERS
5. North = LEVERS + Brick Plan View facing North
6. East = Brick + LEVERS
7. West = " " "

1. South 3rd Floor Iron Support
2. West " " " " "
3. East Machinery Support Clamps
4. " " Machinery Supports
5. " " " Support Key
6. " " " Detail: Iron Clamps on Machinery Support
7. South Misc. Machinery below Machinery Supports
8. West " " " " "
9. E. S.E. " " " " 
10. South " " " " "

↓ continued on reverse
Photo #
14 East Dredge Mechanism, Bow Port Sth
15 S. W " " " " " " " " " " Sth
16 S. W Dredge Center Pipe
17 East Control Lever Detail
18 " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " " 

End Roll
10/27/04  Vessel #37 Dredge

Digital Camera

Frame - 39 - South - Levers

38 - East - Levers
37 - North - Levers
36 - West - Levers
35 - North - West
34 - Mess - East
33 - North - West
32 - North - West
31 - North - Fags Frolicking on Deck
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APPENDIX G: SECTIONAL DRYDOCK PLANS

(see enclosed CD)
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APPENDIX I: FISH HAWK TREASURY DEPARTMENT DOCUMENTS
Consolidated Certificate of Enrollment and License

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

JOHN P. ALBAN of Malverne, New York, PRESIDENT

having taken and subscribed the oath required by law, and having sworn:

EASTERN TANKER CO., (I.R.S. Employer No. 13-5641362)

70 Pine Street, New York, New York 10005

Incorporated under the Laws of the State of New York

and as appears by F.S. No. 127 issued at New York, N.Y., December 25th, 1974, now surrendered; UNRESERVED

and as described

the said vessel is a:

Size:

Capacity under tonnage deck

Capacity between decks above tonnage deck

Capacity of accommodation on the upper deck, viz.

houses-deck

hold

stairs

hatchways

fire and air

Total Tonnage

Deductions under Section 4713, Revised Statutes, as amended (Section 77, title 46, United States Code):

Gross space

Master's cabin

Storeroom

Anchor gear

Chart house

Donkey engine and boiler

Storage of coal

Propelling power (actual space)

Total Deductions

Net Tonnage

The following-described spaces, and no others, have been omitted, viz:

bottoms for water ballast

open forecastle

open bridge

open poop

open shelter deck

open hatches

wheelhouse

skylights

water-boats

anchor gear

Donkey engine and boiler

steering gear

light and air spaces

And having agreed to the description and measurement above specified

the said vessel has been duly ENROLLED at this PORT:

LICENSE

And JOHN P. ALBAN, the master, having sworn that he is a citizen of the United States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

LICENSE is hereby granted for the said vessel to be employed in carrying on the MACKEREL FISHING for ONE YR.

GIVEN under my hand and seal at the PORT OF:

NEW YORK, N.Y.

in the year One Thousand Nine Hundred and Seventy-Five

By direction of the Officer in Charge, Marine Inspectors

[Signature]
MORTGAGE DESCRIPTION

Mortgagor
Mortgage
Endorsed
Total amount, $.
Date of maturity
Discharge amount, $
Port of

Documentation Officer.

MORTGAGE DISCHARGE

Port of

The sum of $ has been paid on the above-described mortgage, the certificate of such discharge being filed in this office and recorded

Documentation Officer.

Official No. 207919

Consolidated Enrollment and License

For the

No. 129

Par

Called the

Printed

New York, N.Y.

Issued by the

New York, N.Y.

December 5th

Port of

WHERE SUBMITTED

November 20th, 1975

WHO SUBMITTED

ISSUANCE CHANGED

P.H. No. 72 Issued

Signature

Documentation Officer.

MORTGAGE DISCHARGE

Port of

The sum of $ has been paid on the above-described mortgage, the certificate of such discharge being filed in this office and recorded

Documentation Officer.
THE UNITED STATES OF AMERICA

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Certificate No. 129

Owner of Beaufort, North Carolina 14.98
Registration: 19
Remarried: 19

Consolidated Certificate of Enrollment and License

In Conformity to Title I, "Regulations of Vessels in Domestic Commerce," of the Revised Statutes of the United States

ROBERT W. SMITH of Beaufort, N.C., Secretary

having taken and subscribed the oath required by law, and having sworn that

THE NEW SMITH SEAL COMPANY, INC. (I.R.S. Employer No. 23-36282)

Box 6, East M秀, N.J. 07738

INcorPORATED UNDER THE LAWS OF THE STATE OF MASS.

LESS THAN 75 PERCENT OF THE INTEREST IN THE CORPORATION OWNING THIS VESSEL IS

OWNED BY CITIZENS OF THE UNITED STATES. IT SHALL NOT ENGAGE IN THE COASTWISE TRADE

is a citizen of the United States and the sole owner of the vessel called the

PIGMAW

of

NEW YORK, N.Y.

and that the said vessel was built in the year 1943 at Beaufort, North Carolina as appears by a P.N. No. 255 issued at New York, N.Y., April 8, 1970, now surrendered; OWNERSHIP CHANGED

Said vessel is a 196 ft Screw

One deck, Straight stem, Round stern

her register length is 134.2 ft, her register breadth 23.7 ft, her register depth 11.8 ft, her height

Capacity under tonnage deck

Capacity between decks above tonnage deck

Capacity of enclosures on the upper deck: forecastle; bridge; poop; break; davits; access hatches; lights and air

GROSS Tonnage

236 41

283 61

Deductions under Section 4133, Revised Statutes, as amended (Section 77, title 36, United States Code):

Crew space

Master's cabin

Steering gear

Anchor gear

Chart house

Donkey engine and boiler

Storages of salt

Propelling power (actual space: 30.90)

TOTAL DEPARTURES

51.07

51.07

Net Tonnage

224

The following-described spaces, and no others, have been omitted, viz: Forecastle; poop; break; davits; access hatches; lights and air; afterpeak; other spaces (except double bottoms) for water ballast; open forecastle; open bridge; open poop; open shelter deck; open houses; wheelhouse; 3.99 water-closets; anchor gear; donkey engine and boiler; steering gear; light and air spaces

And , having agreed to the description and measurement above specified

the said vessel has been duly ENROLLED at this PORT:

LICENSE

And the master, having sworn that he is a citizen of the United States, that this license shall not be used for any other vessel, or for any other employment than the herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

LICENSE hereby granted for said vessel to be employed in carrying on the

MACKAW, FISHERY

(Making Trade, Oil Fisher, or Random Fisher)

for ONE YEAR

from the date hereof, and no longer.

GIVEN under my hand and seal at the PORT of

NEW YORK, N.Y.

in the year One Thousand Nine Hundred and SEVENTY-FOUR

by direction of the

Officer in Charge, Marine Inspection

*Insert name and address of owner to whom such an endorsement may be made.
PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DESCRIPTION

Mortgagor

Mortgage

Endorsed by mortgagor in the amount of $__________

Total amount, $__________

Date of maturity

Discharge amount, $__________

Port of

[Signature]

Documentation Officer.

MORTGAGE DISCHARGE

Port of

[Signature]

Documentation Officer.

PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DESCRIPTION

Perpetual

Mortgagor

Mortgage

Endorsed on or before January 1, 1982

Total amount, $__________

Date of maturity

Discharge amount, $__________

Port of

[Signature]

Documentation Officer.

MORTGAGE DISCHARGE

Port of

[Signature]

Documentation Officer.

Official No.: 297819

CO-171

DEPARTMENT OF TRANSPORTATION

UNITED STATES COAST GUARD

Consolidated Enrollment and License

FOR THE

FISHERMAN

(Insert “Gooding State” or “Patent”)

No. 152

OF THE

Oil Screw

Called THE

FISHMAN

OF

NEW YORK, N.Y.

283

Port

229

841

ISSUED AT THE

Port of

NEW YORK, N.Y.

APRIL 8TH

1970

WHERE SURRENDERED:

New York, N.Y.

WHEN SURRENDERED: December 5, 1974

WHY SURRENDERED: (U.S. MARITIME ADMINISTRATION RATION TRANSFER ORDER No. 13992 DATED 6TH MAY 1974)

P.S. No. 199 ISSUED

[Signature]

Documentation Officer.

PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DESCRIPTION

PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DESCRIPTION
**ENDORSEMENTS OF CHANGE OF MASTER**

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Consolidated Certificate of Enrollment and License

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

H. W. SMITH of Fort Esmouth, New Jersey, President

having taken and subscribed the oath required by law, and having sworn

ATLANTIC NAVIGATION COMPANY (I. R. S. Employer No. 21-C990146)

Portsmouth, New Jersey 07301

Incorporated under the laws of the State of New Jersey

IS A citizen of the United States and the sole owner of the vessel called

NEW YORK, N. Y.

and that the said vessel was built in the year 1863, as

Beaufort, North Carolina

as appears by its P. R. No. 565 licensed at New York, N. Y., May 20th, 1964, now surrendered; OWNERSHIP CHANGED

and*

having certified that the said vessel is

One, vessel, a Medium steam, stern; and a

Round stern; that her register length is 136 ft., her register breadth 23.7 ft., her register depth 11.8 ft., her height 10 ft.; that she measures as follows:

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<tr>
<td>Capacity between decks above tonnage deck</td>
<td>61</td>
</tr>
<tr>
<td>Capacity of enclosed rooms, etc.: Forecastle</td>
<td>12.6</td>
</tr>
<tr>
<td>Bridge</td>
<td>12.6</td>
</tr>
<tr>
<td>Stateroom</td>
<td>12.6</td>
</tr>
<tr>
<td>Shelter deck</td>
<td>12.6</td>
</tr>
<tr>
<td>Upper deck</td>
<td>12.6</td>
</tr>
<tr>
<td>Deadweight</td>
<td>12.6</td>
</tr>
<tr>
<td>Gross Tonnage</td>
<td>263</td>
</tr>
</tbody>
</table>

Deductions under Section 4753, Revised Statutes, as amended (Section 77, title 46, United States Code):

<table>
<thead>
<tr>
<th>Gross space under deck</th>
<th>Master's cabin</th>
</tr>
</thead>
<tbody>
<tr>
<td>Steering gear</td>
<td>Anchor gear</td>
</tr>
<tr>
<td>Cabin</td>
<td>Propelling power (actual space)</td>
</tr>
<tr>
<td>Cheek</td>
<td>30.9</td>
</tr>
<tr>
<td>Smoke stacks</td>
<td>175 P. F.</td>
</tr>
<tr>
<td>Water towers</td>
<td>54.07</td>
</tr>
<tr>
<td>Net Tonnage</td>
<td>242</td>
</tr>
</tbody>
</table>

The following described spaces, and no others, have been omitted, etc.: Forecastle poop, afterpeak, poop, shelter deck, roof, open work, etc.

And** having agreed to the description and measurement above specified, the said vessel has been duly ENROLLED at this PORT:

LICENSE

And

H. W. SMITH, the master, having sworn that he is a citizen of the United States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

LICENSE is hereby granted for the said vessel to be employed in carrying the

MACEDON, FISHERY

for ONE YEAR

(Ground Trawls, Cold Fishery, or Mixed Fishery)

NEW YORK, N. Y.

given under my hand and seal at the PORT of

NY, CIT. N. Y., this 6TH day of APRIL, 1864

and in the year One Thousand Nine Hundred and SEVENTY

EDWARD F. LEFFERTS

By direction of the

Office of the

Commissioner, Marine Inspection.

*On the first day of a new calendar week, the license "September of... continued." On every document other than the first, copy whether the last written words were or not.**
Official No. 257819

Treasury Department
Bureau of Customs

Mortgage Discharge
(Subsection 90)

Mortgagor

Mortgagor

Endorsed

Total amount, $  ____________

Date of maturity ____________

Discharge amount, $  ____________

Port of

[Blank]

Deputy Collector of Customs

Mortgage Discharge
(Subsection 90)

Port of

The sum of $  ____________ has been

paid on the above described mortgage, the certificate

of such discharge being filed in this office and recorded:

[Blank]

[Blank]

Deputy Collector of Customs

Mortgage Discharge
(Subsection 90)

Port of

The sum of $  ____________ has been

paid on the above described mortgage, the certificate

of such discharge being filed in this office and recorded:

[Blank]

[Blank]

Deputy Collector of Customs
### Endorsements of Change of Master

<table>
<thead>
<tr>
<th>Port of</th>
<th>Date</th>
<th>Master</th>
<th>Having taken the oath required by law, is at present master of the within-named vessel, vice</th>
</tr>
</thead>
<tbody>
<tr>
<td>BEDFORD, VIRGINIA</td>
<td>MAY 23, 1964</td>
<td>WILEY H. LEWIS</td>
<td>Deputy Collector of Customs</td>
</tr>
<tr>
<td></td>
<td>6 June, 1969</td>
<td>JACOB A. STONE</td>
<td>Deputy Collector of Customs</td>
</tr>
</tbody>
</table>

### Endorsements of Renewal

- **Renewal No. 1**: Port of BEDFORD, VIRGINIA (5-6-65)
  - The within-described LICENSE is hereby renewed for ONE YEAR from MAY 23, 1965
  - [Signature]

- **Renewal No. 2**: Port of BEDFORD, VIRGINIA (5-25-65)
  - The within-described LICENSE is hereby renewed for ONE YEAR from MAY 25, 1965
  - [Signature]

- **Renewal No. 3**: Port of BEDFORD, VIRGINIA (5-16-67)
  - The within-described LICENSE is hereby renewed for ONE YEAR from 16 JUNE, 1967
  - [Signature]

- **Renewal No. 4**: Port of BEDFORD, VIRGINIA (5-29-68)
  - The within-described LICENSE is hereby renewed for ONE YEAR from 16 JUNE, 1968
  - [Signature]

- **Renewal No. 5**: Port of BEDFORD, VIRGINIA (6-6-69)
  - The within-described LICENSE is hereby renewed for ONE YEAR from 16 JUNE, 1969
  - [Signature]

- **Renewal No. 6**: Port of BEDFORD, VIRGINIA (5-16-70)
  - The within-described LICENSE is hereby renewed for ONE YEAR from 16 JUNE, 1970
  - [Signature]
Consolidated Certificate of Enrollment and License

In Conformity to Title I, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

H. H. CUBBAGE of Port Monmouth, New Jersey, PRESIDENT
having taken and subscribed the oath, required by law, and having sworn that

FISHERANK, INC.
Port Monmouth, New Jersey
INCORPORATED UNDER THE LAWS OF THE STATE OF DELAWARE

...a citizen of the United States and the sole owner of the vessel called the... New York, N. Y.
and that the said vessel was built in the year 1862, at Beaufort, N. C., of... wood
as appears by the... P. P. No. 368, issued at New York, N. Y., April 17th, 1867, now surrendered;

...having certified that the said vessel is a... oil stove... that she has... one deck, one mast, a... straight... item, and a... round... item, that her register length is... 134.2... feet, her register breadth... 23.7... feet, her register depth... 11.8... feet, her height... 75... feet; that she measures as follows:...1

<table>
<thead>
<tr>
<th>Gross Tonnage</th>
<th>285</th>
<th>51</th>
</tr>
</thead>
</table>

Deductions under Section 455, Revised Statutes, as amended (Section 77, title 46, United States Code):
- Crew space: Master's cabin
- Steering gear: Anchor gear
- Chart house: Donkey engine and boiler
- Storage of mails: Propelling power (actual space 30.90) 175 P. P. 54.07

TOTAL DEDUCTIONS 54.07

Net Tonnage 229

The following described spaces, and no others, have been omitted, etc.: Fowndock, afterdock, other spaces (except double bottoms) for water ballast, open forecastle, open bridge, open poop, open shelter deck, open house, wheelhouse, water closets, anchor gear, donkey engine and boiler, steering gear, light and air spaces, other machinery spaces.

And having agreed to the description and measurement above specified the said vessel has been duly ENROLLED at this PORT:

LICENSE...

...for ONE YEAR...

GIVEN under my hand and seal at the PORT OF...

JOSEPH P. HEPNA, COLLECTOR

...in the year One Thousand Nine Hundred and SIXTY-FIVE...
PREFERRED MORTGAGE ENDORSEMENT

Official No. 257819

TREASURY DEPARTMENT
BUREAU OF CUSTOMS

MORTGAGE DESCRIPTION

Mortgagor

Mortgagee

Endorsed

Total amount, $__ __ __ __ __ __ __ __ __ __

Date of maturity

Discharge amount, $ __ __ __ __ __ __ __ __ __ __

Port of __ __ __ __ __ __ __ __ __ __

[seal]

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Port of __ __ __ __ __ __ __ __ __ __

The sum of $ __ __ __ __ __ __ __ __ __ __ has been

paid on the above described mortgage, the certificate

of such discharge being filed in this office and recorded

__ __ __ __ __ __ __ __ __ __

[seal]

Deputy Collector of Customs.

Consolidated Enrollment and License

FISHERMEN

[seal "Cutting Edge" or "Hairpin"]

No. 368

OF THE

OIL SPOONS

CALLED THIS

FISHINGK

OR

NEW YORK, N.Y.

263 __ __ __ __ __ __ __ __ __ __ 229 __ __ __ __ __ __ __

ISSUED AT THIS

Port of __ __ __ __ __ __ __ __ __ __

[seal]

Deputy Collector of Customs.

PREFERRED MORTGAGE ENDORSEMENT

Official No. 257819

MORTGAGE DESCRIPTION

Mortgagor

Mortgagee

Endorsed

Total amount, $ __ __ __ __ __ __ __ __ __ __

Date of maturity

Discharge amount, $ __ __ __ __ __ __ __ __ __ __

Port of __ __ __ __ __ __ __ __ __ __

[seal]

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Port of __ __ __ __ __ __ __ __ __ __

The sum of $ __ __ __ __ __ __ __ __ __ __ has been

paid on the above described mortgage, the certificate

of such discharge being filed in this office and recorded

__ __ __ __ __ __ __ __ __ __

[seal]

Deputy Collector of Customs.
ENDORSEMENTS OF CHANGE OF MASTER

(1) REEDVILLE, VIRGINIA  MAY 2, 1957

Port of  REEDVILLE, VIRGINIA

Wiley J. Leese, having taken the oath required by law, is present master of the within-named vessel, vice

N. A. Coit

Deputy Collector of Customs.

(2) Port of REEDVILLE, VIRGINIA  February 16, 1952

Climate temperature, having taken the oath required by law, is present master of the within-named vessel, vice

Wiley B. Lowde

W. A. Crittenden

Deputy Collector of Customs.

(3) Port of REEDVILLE, VA.  May 22, 1951

Wiley B. Lowde, having taken the oath required by law, is present master of the within-named vessel, vice

Walter B. Bayne

A. R. Scipio

Deputy Collector of Customs.

(4) Port of  REEDVILLE, VA.  May 22, 1951

Wiley B. Lowde, having taken the oath required by law, is present master of the within-named vessel, vice

Walter B. Bayne

A. R. Scipio

Deputy Collector of Customs.

ENDORSEMENTS OF RENEWAL

Renewal No. 1. Port of REEDVILLE, VIRGINIA

The within-described LICENSE is hereby renewed for ONE YEAR

The within-described LICENSE is hereby renewed for ONE YEAR

JUNE 2, 1958  19

[Seal] Wiley J. Leese

Deputy Collector of Customs.

Renewal No. 2. Port of REEDVILLE, VA. (5-22-51)

The within-described LICENSE is hereby renewed for ONE YEAR

JUNE 2, 1959  19

[Seal] Wiley J. Leese

Deputy Collector of Customs.

Renewal No. 3. Port of REEDVILLE, VIRGINIA

The within-described LICENSE is hereby renewed for ONE YEAR

JUNE 2, 1959  19

[Seal] Wiley J. Leese

Deputy Collector of Customs.

Renewal No. 4. Port of REEDVILLE, VA. (5-22-51)

The within-described LICENSE is hereby renewed for ONE YEAR

JUNE 2, 1960  19

[Seal] Wiley J. Leese

Deputy Collector of Customs.

Renewal No. 5. Port of REEDVILLE, VA. (5-15-52)

The within-described LICENSE is hereby renewed for ONE YEAR

JUNE 2, 1962  19

[Seal] Wiley J. Leese

Deputy Collector of Customs.

Renewal No. 6. Port of REEDVILLE, VIRGINIA (5-21-53)

The within-described LICENSE is hereby renewed for ONE YEAR

JUNE 2, 1963  19

[Seal] Wiley J. Leese

Deputy Collector of Customs.
Consolidated Certificate of Enrollment and License

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

R. E. CURBAGE, of Port Monmouth, New Jersey, President,

having taken and subscribed the oath required by law, and having sworn that

FISH HAWK, INC.
of Port Monmouth, New Jersey,
Incorporated under the laws of the State of Delaware

is a citizen of the United States and the sole owner of the vessel called the

Fish Hawk of New York, N.Y.

and that the said vessel was built in the year 1943, at Beaufort, N.C., as appears by F.P. No. 500, issued at New York, N.Y., on May 21, 1951, now surrendered; PROPERTY CHANGED.

and that the said vessel is a one deck, one mast, one straight stem, and a round stern vessel; that her register length is 134.2 feet, her register breadth 23.7 feet, her register depth 11.9 feet, her height 24 feet; that she measures as follows:

Capacity under tonnage deck

Capacity between decks above tonnage deck

Capacity of enclosures on the upper deck:

- Forecastle
- Bridge
- Poop
- Break

- House-deck
- Side
- Mast
- Trunks
- Excess hatchways
- Light and air

Gross Tonnage

Deductions under Section 4153, Revised Statutes, as amended (Section 77, title 66, United States Code):

- Crew space
- Master's cabin
- Steering gear
- Anchor gear
- Chart house
- Engine room
- Storage of fuel

Propelling power (cylinder space 39.90)

Total Deductions

Net Tonnage

The following described spaces, and no others, have been omitted:

- Forepeak, afterpeak, other spaces (except double bottom)
- Water ballast
- Open forecastle
- Open bridge
- Open poop
- Open shelter deck
- Open houses
- Cables
- Compartments
- Galleys
- Skylights
- Water closet
- Anchor gear
- Engine and boiler
- Steering gear
- Light and air spaces

And having agreed to the description and measurement above specified,

the said vessel has been duly ENROLLED at this PORT:

LICENSE

And E. E. CURBAGE, the master, having sworn that he is a citizen of the United States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

MACKINEL FISHERY (Casting Trade, Oil Fishers, or Mackerel Fishers)

for ONE YEAR

GIVEN under my hand and seal at the PORT of NEW YORK, N.Y., this SEVENTEENTH day of APRIL in the year One Thousand Nine Hundred and Fifty-Seven.

[Seal]

E. E. CURBAGE, President.

[Signature]
PREFERRED MORTGAGE ENDORSEMENT

Official No. 257819

PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DESCRIPTION

Mortgagor

Mortgagor

Endorsed

Total amount, $.

Date of maturity

Discharge amount, $

Port of

[ SEAL ]

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Port of

The sum of $ has been

paid on the above-described mortgage; the certificate

describing such discharge being filed in this office and recorded

[ SEAL ]

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Port of

New York, N.Y.

MAY 21st, 1951

WHERE ENDSUED

NEW YORK, N.Y.

APRIL 17, 1957

Endorsed

[ SEAL ]

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Port of

New York, N.Y.

MAY 21st, 1951

WHERE ENDSUED

NEW YORK, N.Y.

APRIL 17, 1957

Endorsed

[ SEAL ]

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Port of

New York, N.Y.

MAY 21st, 1951

WHERE ENDSUED

NEW YORK, N.Y.

APRIL 17, 1957

Endorsed

[ SEAL ]

Deputy Collector of Customs.
ENDORSEMENTS OF CHANGE OF MASTER

1. Port of REEDVILLE, VA: May 22, 1954
   LEN O. LOWRY, having taken the oath required by law, is present master of the within-named vessel.

2. Port of REEDVILLE, VA: Nov 10, 1951
   JAMES L. LENON, having taken the oath required by law, is present master of the within-named vessel.

3. Port of REEDVILLE, VA: May 13, 1953
   LEN O. LOWRY, having taken the oath required by law, is present master of the within-named vessel.

4. Port of REEDVILLE, VA: Nov 9, 1953
   JAMES L. LENON, having taken the oath required by law, is present master of the within-named vessel.

5. Port of REEDVILLE, VA: May 22, 1954
   LEN O. LOWRY, having taken the oath required by law, is present master of the within-named vessel.

   JAMES L. LENON, having taken the oath required by law, is present master of the within-named vessel.

   WILLIAM H. LEMOY, having taken the oath required by law, is present master of the within-named vessel.

ENDORSEMENTS OF RENEWAL

1. Renewal No. 1. Port of REEDVILLE, VA
   The within-described LICENSE is hereby renewed for ONE YEAR from JUN 3 1952 to JUN 3 1953.

2. Renewal No. 2. Port of REEDVILLE, VA
   The within-described LICENSE is hereby renewed for ONE YEAR from JUN 3 1953 to JUN 3 1954.

3. Renewal No. 3. Port of REEDVILLE, VA
   The within-described LICENSE is hereby renewed for ONE YEAR from JUN 3 1954 to JUN 3 1955.

4. Renewal No. 4. Port of REEDVILLE, VA
   The within-described LICENSE is hereby renewed for ONE YEAR from JUN 3 1955 to JUN 3 1956.

5. Renewal No. 5. Port of REEDVILLE, VA
   The within-described LICENSE is hereby renewed for ONE YEAR from JUN 3 1956 to JUN 3 1957.

6. Renewal No. 6. Port of REEDVILLE, VA
   The within-described LICENSE is hereby renewed for ONE YEAR from JUN 3 1957 to JUN 3 1958.

[Signature] Deputy Collector of Customs.
The United States of America

Treasury Department
Bureau of Customs

Certificate No. 560

Measures at Beaufort, N.C., 49
Registered at
Renumbered at

Consolidated Certificate of Enrollment and License

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

Harvey W. Smith, of Port Monmouth, N.J., President,

having taken and subscribed the oath required by law, and having sworn that

Is a citizen of the United States and the sole owner of the vessel called

Pisnawk

and that the said vessel was built in the year 1852, as appears by P. No. 598, issued at New York, N.Y., on June 13, 1949; now surrendered; property changed,

and that the said vessel is a

one deck

one mast, a straight stem, and a round stern,

her length is 134.3 feet, her register breadth 23.7 feet, her register depth 11.6 feet,

having certified that

she has

capacity under tonnage deck

capacity between decks above tonnage deck

capacity of enclousures on the upper deck, viz: Forecastle: 80.9 square feet; poop: 110.64 square feet; bridge: 18.74 square feet; charthouse: 7.6 square feet; radio: 8.1 square feet; excess hatchways: 1.82 square feet; light and air spaces: 283.61 square feet.

Deductions under Section 4153, Revised Statutes, as amended (Section 77, Title 46, United States Code):

crew space

Master's cabin

Anchor gear

Boatman's stores

Chart house

Dobney engine and boiler

Radio house

Storage of coal

Propelling forces (actual space): 30.90 square feet; P. P; 54.07 square feet.

Total deductions

54 square feet.

New tonnage

289 square feet.

The following described spaces, and no others, have been amised viz: Forecastle, afterpeak, other spaces (except double bottom) for water ballast, open forecastle, open bridge, open poop, open shelter deck, cabins:

companions: 69.9 square feet; galley: 6.86 square feet; skylights: 3.59 square feet; wheelhouse: 6.59 square feet; water closets: 6.59 square feet; anchor gear: 1.82 square feet; condenser: 9.07 square feet; dobbey engine and boiler: 12.8 square feet; steering gear: 8.1 square feet; light and air spaces: 21.8 square feet; other machinery spaces: 5.61 square feet.

And having agreed to the description and measurement above specified,

the said vessel has been duly enrolled at this port:

Licence

Harvey W. Smith, the master, having sworn that he is a citizen of the United States, that this licence shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded,

license is hereby granted for the said vessel to be employed in carrying on the

Wackerel Fishery

(Coaling Trade, Cold Fishery, or Hammer Fishery)

for one year from the date hereof, and no longer.

Given under my hand and seal at the port of

New York, N.Y.

District of

New York

in the year one thousand nine hundred and fifty-one.

Harry R. Durmien, Collector

___________________________

[Signature]
PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DESCRIPTION

Mortgagor

Mortgage

Endorsed

Total amount, $________

Date of maturity

Discharge amount, $________

Port of

[Signature]

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Port of

The sum of $________ has been paid on the above-described mortgage, the certificate of such discharge being filed in this office and recorded

[Signature]

Deputy Collector of Customs.

Property Charged

P.F. No. 500 record

MORTGAGE DESCRIPTION

Mortgagor

Mortgage

Endorsed, 19________, at ________ m.

Total amount, $________

Date of maturity

Discharge amount, $________

Port of

[Signature]

Deputy Collector of Customs.

PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DESCRIPTION

Mortgagor

Mortgage

Endorsed

Total amount, $________

Date of maturity

Discharge amount, $________

Port of

[Signature]

Deputy Collector of Customs.

PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DESCRIPTION

Mortgagor

Mortgage

Endorsed

Total amount, $________

Date of maturity

Discharge amount, $________

Port of

[Signature]

Deputy Collector of Customs.
ENDOSMENTS OF CHANGE OF MASTER

(1) Port of ROCKVILLE, VA., May 13, 1990
HARRY HALL, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(2) Port of ROCKVILLE, VA., November 10, 1990
LEN O. FLOYD, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(3) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(4) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(5) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(6) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(7) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(8) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(9) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(10) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(11) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

(12) Port of , November 19
, having taken the oath required by law, is at present master of the within-named vessel.

Deputy Collector of Customs.

ENDOSMENTS OF RENEWAL

Renewal No. 1. Port of ROCKVILLE, VA., (5-13-50)
The within-described LICENSE is hereby renewed for ONE YEAR from June 22, 1950.

[Seal] Deputy Collector of Customs.

Renewal No. 2. Port of 
The within-described LICENSE is hereby renewed for ONE YEAR from June 22, 1950.

[Seal] Deputy Collector of Customs.

Renewal No. 3. Port of 
The within-described LICENSE is hereby renewed for ONE YEAR from June 22, 1950.

[Seal] Deputy Collector of Customs.

Renewal No. 4. Port of 
The within-described LICENSE is hereby renewed for ONE YEAR from June 22, 1950.

[Seal] Deputy Collector of Customs.

Renewal No. 5. Port of 
The within-described LICENSE is hereby renewed for ONE YEAR from June 22, 1950.

[Seal] Deputy Collector of Customs.

Renewal No. 6. Port of 
The within-described LICENSE is hereby renewed for ONE YEAR from June 22, 1950.

[Seal] Deputy Collector of Customs.
Consolidated Certificate of Enrollment and License

In Conformity to Title I, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

J. HOWARD SMITH, of Port Monmouth, N.J., SECRETARY, having taken and subscribed the oath, required by law, and having sworn, that

J. HOWARD SMITH, INCORPORATED, of Port Monmouth, New Jersey, Incorporated under the laws of the State of New Jersey,

IS A citizen of the United States and the sole owner of the vessel called the

FISHAWK of NEW YORK, N.Y.

And that the said vessel was built in the year 1830, at Beaufort, N.C., of wood as appears by P & N.G. 17-9, issued at Beaufort, N.C., May 20, 1843, now surrendered; property and home port changed, and

said enrollment, having certified that the said vessel is a

one

deck

one

straight

stem, and a

round

stem; that

her register length is

124.2

feet, her register breadth

22.7

feet, her register depth

11.8

feet, that she measures as follows:

<table>
<thead>
<tr>
<th>Capacity under tonnage deck</th>
<th>Tons</th>
<th>Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>226</td>
<td>41</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Capacity between decks above tonnage deck</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Capacity of enclosures on the upper deck, etc.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>House-deck 28.74</th>
<th>Side chart</th>
<th>Radio</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Gross Tonnage</th>
</tr>
</thead>
<tbody>
<tr>
<td>283</td>
</tr>
</tbody>
</table>

Deductions under Section 4153, Revised Statutes, as amended (Section 77, title 46, United States Code):

<table>
<thead>
<tr>
<th>Category</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deck space</td>
<td>Master's cabin</td>
</tr>
<tr>
<td>Steering gear</td>
<td>Anchor gear</td>
</tr>
<tr>
<td>Chart house</td>
<td>Donkey engine and boiler</td>
</tr>
<tr>
<td>Storage of oil</td>
<td>Propelling power (actual space 20.90)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Deductions</th>
</tr>
</thead>
<tbody>
<tr>
<td>54</td>
</tr>
</tbody>
</table>

Net Tonnage 229

The following-described spaces, and no others, have been omitted, etc.:

<table>
<thead>
<tr>
<th>Description</th>
<th>Alternate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compartments: forepeak</td>
<td>afterpeak</td>
</tr>
<tr>
<td>Cabin spaces</td>
<td>open forecastle, open bridge, open poop, open shelter deck</td>
</tr>
<tr>
<td>Donkey engine and boiler</td>
<td>steering gear, light and air spaces</td>
</tr>
</tbody>
</table>

And having agreed to the description and measurement above specified, the said vessel has been duly ENROLLED at this PORT.

LICENSE

J. HOWARD SMITH, the master, having sworn that he is a citizen of the United States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

License hereby granted for the said vessel to be employed in carrying on the MACKEREL FISHERY during the year One Thousand Nine Hundred and Fifty-Nine, given under my hand and seal at the POR of NEW YORK, N.Y., in the year One Thousand Nine Hundred and Fifty-Nine.

Given under my hand and seal at the Port of NEW YORK, N.Y.

J. HOWARD SMITH, SECRETARY.

H. M. DUNNING, SUPERINTENDENT.
PREFERRED MORTGAGE ENDORSEMENT

MORTGAGE DISCOURSE

Mortgagor

Mortgaged

Endorsed

Total amount, $12,000.00

Date of maturity

Discharge amount, $12,000.00

Part of

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Part of

The sum of $12,000.00 has been

paid on the above-described mortgage, the certificate

of such discharge being filed in this office and recorded

19-01-05.

Deputy Collector of Customs.

Official No. 257849

Consolidated Enrollment and License

for the

Shellfish Fishery

(Near "Casting Truck" or "Fished")

No. 13 - D

of the

Shell

Called the

"Island Rock"

of Beaufort, N.C.

282. gross, 222 net, issued at the

Port of Beaufort, North Carolina

May 20, 1949

WHERE SUBSCRIBED

NEW YORK, N.Y.

WHERE SUBSCRIBED

JANUARY 5, 1949

Harry M. Heming, Collector

P.E. No. 238 issued

Deputy Collector of Customs.

MORTGAGE DISCHARGE

Part of

The sum of $12,000.00 has been

paid on the above-described mortgage, the certificate

of such discharge being filed in this office and recorded

19-01-05.

Deputy Collector of Customs.
<table>
<thead>
<tr>
<th>Endorsements of Change of Master</th>
</tr>
</thead>
<tbody>
<tr>
<td>Port of</td>
</tr>
<tr>
<td>Deputy Collector of Customs</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Endorsements of Renewal</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renewal No. 1. Port of</td>
</tr>
<tr>
<td>Deputy Collector of Customs</td>
</tr>
</tbody>
</table>

| Renewal No. 2. Port of | The within-described LICENSE is hereby renewed for ONE YEAR from |
| Deputy Collector of Customs |

| Renewal No. 3. Port of | The within-described LICENSE is hereby renewed for ONE YEAR from |
| Deputy Collector of Customs |

| Renewal No. 4. Port of | The within-described LICENSE is hereby renewed for ONE YEAR from |
| Deputy Collector of Customs |

| Renewal No. 5. Port of | The within-described LICENSE is hereby renewed for ONE YEAR from |
| Deputy Collector of Customs |

| Renewal No. 6. Port of | The within-described LICENSE is hereby renewed for ONE YEAR from |
| Deputy Collector of Customs |
Consolidated Certificate of Enrollment and License

In Conformity to Title L, "Regulation of Vessels in Domestic Commerce," of the Revised Statutes of the United States

H. W. Smith, of P. O. Box 26, Beaufort, North Carolina

having taken and subscribed the oath required by law, and having sworn that

the said vessel is a "FISH HAWK"

and that the said vessel was built in the year 1862, at Beaufort, North Carolina, of wood, as appears by the Certificate of K. R. Kimmel, M. B. Admirers, of Wilmington, N. C., having certified that

the said vessel is a "all over"

One deck, one mast, a Straight stem, and a Round stern; the her register length is 134 feet, her register breadth 23\(\frac{7}{12}\) feet, her register depth 12\(\frac{4}{12}\) feet, that she has

Capacity under tonnage deck

Capacity between decks above tonnage deck

Capacity of enclosures on the upper deck, viz: Forecastle, bridge, poop, break, radio, excess hold, cabin, engine room, light and air spaces

Cross Tonnage

Gross Tonnage

Deductions under Section 4159, Revised Statutes, as amended (Section 77, title 46, United States Code):

Crew space

Master's cabin

Steering gear

Anchor gear

Chart house

Donkey engine and boiler

Storage of sails

Propelling power (actual space 30, 90, 1.75, 97, 0)

Total Deductions

Net Tonnage

The following-described spaces, and no others, have been omitted, viz: Forepeak, afterpeak, other spaces (except double bottom) for water ballast, open forecastle, open bridge, open poop, open shelter deck, cabins, etc., etc.

And 19 H. W. Smith, having agreed to the description and measurement above specified:

LICENSE

And H. W. Smith, the master, having sworn that he is a citizen of the United States, that this license shall not be used for any other vessel, or for any other employment than is herein specified, or in any trade or business whereby the revenue of the United States may be defrauded:

LICENSE is hereby granted for the said vessel to be employed in carrying on the trade of Merchant, Fishery, for ONE YEAR

GIVEN under my hand and seal at the PORT of Beaufort, N. C.,

District of North Carolina No. 15, this 20 day of May in the year One Thousand Nine Hundred and Forty-Nine.

[Signature]

Deputy / Collector of Customs
APPLICATION OF OWNER FOR OFFICIAL NUMBER

UNITED STATES CUSTOMS SERVICE

Place: Beaufort, N. C. May 11, 1949

To the Collector of Customs at Beaufort, North Carolina

Sir: Application is hereby made, in accordance with the provisions of R.S. 4177, as amended (46 U.S.C. 46), and regulations established pursuant thereto, for an OFFICIAL NUMBER for the following-described vessel, which is ready for a marine document:

Name:  P T S H R A X K

Gross tonnage: 299

Net tonnage: 229

Register tonnage: 299

Breadth: 23

Depth: 11

Material of hull: Wood

Hull No.: 550

Builder: Fish Reel Company

When built: 1949

When launched: 1949

Type of engine: 4 Cylinder Atlas Diesel type

Engine built by: Atlas Imperial Mfg., Oakland, Calif., in 1949

Owner: H. W. Smith

Address: Beaufort, N. C., Box 20, Beaufort, North Carolina

Service: Fishing

Number of officers: 3

Crew: 20

Application for is not made for award of visual SIGNAL LETTERS. This vessel is equipped with radio-transmitting apparatus.

I certify that this vessel has not previously borne an official number and has never been documented as a vessel of the United States under the above or any other name.

H. W. SMITH, Sole owner

Signature

Capacity: Sole owner

Signature

Capacity

Please type or print name above signature and indicate capacity in which applicant signs

To the Commissioner of Customs,

Sir: I transmit herewith the application for assignment of an OFFICIAL NUMBER for the vessel described above.

H. W. SMITH

Deputy Collector of Customs.

In addition to the information to be given herein, the name or names of any former owner or owners shall be stated on the reverse hereof. If there was no former owner, that fact shall be stated.

This application shall be filed in duplicate, and filed with the collector at the port designated for the vessel, otherwise it will be deemed abandoned.

Customs Form 1312, Designation of Home Port of Vessel, must be executed in duplicate and accompany this application.

1. Name: P T S H R A X K

2. Gross tonnage: 299

3. Net tonnage: 229

4. Register tonnage: 299

5. Breadth: 23

6. Depth: 11

7. Material of hull: Wood

8. Hull No.: 550

9. Builder: Fish Reel Company

10. When built: 1949

11. When launched: 1949

12. Type of engine: 4 Cylinder Atlas Diesel type


14. Owner: H. W. Smith

15. Address: Beaufort, N. C., Box 20, Beaufort, North Carolina

16. Service: Fishing

17. Number of officers: 3

18. Crew: 20

19. Application for is not made for award of visual SIGNAL LETTERS. This vessel is equipped with radio-transmitting apparatus.

20. I certify that this vessel has not previously borne an official number and has never been documented as a vessel of the United States under the above or any other name.

21. H. W. SMITH, Sole owner

22. Signature

23. Capacity: Sole owner

24. Signature

25. Capacity

26. Please type or print name above signature and indicate capacity in which applicant signs

27. To the Commissioner of Customs,

28. Sir: I transmit herewith the application for assignment of an OFFICIAL NUMBER for the vessel described above.

29. H. W. SMITH

30. Deputy Collector of Customs.

31. In addition to the information to be given herein, the name or names of any former owner or owners shall be stated on the reverse hereof. If there was no former owner, that fact shall be stated.

32. This application shall be filed in duplicate, and filed with the collector at the port designated for the vessel, otherwise it will be deemed abandoned.

33. Customs Form 1312, Designation of Home Port of Vessel, must be executed in duplicate and accompany this application.
MORTGAGE DISCHARGE (SUBSECTION 39)

Port of ___________________________ 19__

The sum of _______________ has been paid on the above-described mortgage, the certificates of such discharge being filed in this office and recorded 19__, at ______ m.

(Please sign)

Documentation Officer.

MORTGAGE DISCHARGE (SUBSECTION 46)

Port of ___________________________ 19__

The sum of _______________ has been paid on the above-described mortgage, the certificate of such discharge being filed in this office and recorded 19__, at ______ m.

(Please sign)

Documentation Officer.

DATE 7-28-76
APPENDIX J: DIVE SAFETY PLAN
DIVE SAFETY PLAN

Recordation of Six (6) Vessels in Connection with the New York
And New Jersey Harbor Navigation Study Upper and
Lower Bay, Port of New York and New Jersey Staten Island, Richmond County,
New York, and Elizabeth, Union County and Bayonne,
Hudson County, New Jersey

Contract No. DACW51-01-D-0015
Delivery Order No. 0023

Introduction

This document is the Dive Safety Plan to be employed by Panamerican Consultants, Inc.,
(Panamerican) of Memphis, Tennessee during diving operations for the New York District, U.S.
Army Corps of Engineers (COE), to record six vessels determined during a Phase II assessment
of 39 targets in 2002 to be eligible for inclusion on the National Register of Historic Places.
This investigation will be conducted under subcontract to Matrix Environmental and
Geotechnical Services, of Florham Park, New Jersey, for the New York District in response to
their Scope of Work entitled Recordation of Six (6) Vessels in Connection with the New York
And New Jersey Harbor Navigation Study Upper and Lower Bay, Port of New York and New
Jersey Staten Island, Richmond County, New York, and Elizabeth, Union County and Bayonne,
Hudson County, New Jersey, under Contract No. DACW51-01-D-0015, Delivery Order No.
0023.

The document provides an outline of procedures intended to: (1) ensure the safety of project
divers, and (2) effectively and efficiently complete project goals and objectives. The diving
operations for this project meet all federal requirements for safe diving. All diving activities are
in accordance with the strictest provisions of U.S. Army Corps of Engineers, U.S. Navy, and
Panamerican diving safety manuals and diving guidelines. The safety of project divers is given
priority in all decisions and actions undertaken during diving operations. During all diving
operations conducted as part of this project, all persons diving and working under the auspices of
Panamerican shall abide by this Dive Safety Plan.

If for any reason the dive plan is altered in mission, depth, personnel, or equipment, the USACE
Command Diving Coordinator (UDC) at the district level shall be contacted and shall review any
revision prior to actual operation.

Research Design
The purpose of diving operations is to record six vessels determined during a previous assessment to be eligible for NRHP status. As specified in the SOW and the Memorandum of Agreement (MOA), field project aspects will include:

- Archival research will be conducted pertaining to the history of the individual vessel as well as vessel type in order to place it within the proper historic context

- Diving Safety Plan Development

- Recordation of vessels
  - KVK Vessel 33 Manhaden Fishing Trawler - Complete recordation including scantlings, profile, plan view of deck, and longitudinal cross sections. Also, recording of stern including rudder and propulsion, and the bow. Photo documentation will include 35mm and video.
  - KVK Vessel 36 Wooden hydraulic dredge - Recordation of basic dimensions and photo documentation by 35mm and video.
  - KVK Vessel 37 Schooner Paul E. Thurlow - Complete recordation including scantlings, plan view of hull outline, deck stanchions, and holds. Also recordation of stern including rudder, and bow, as well as photo documentation including 35mm and video.
  - KVK Vessel 38 Floating Drydock - Complete recordation including major dimensions, scantlings, plan view of remaining hull, deck stanchions, bulkheads, framing, and remaining machinery. Since original deck planking is no longer in place and access can be gained to the inside of the vessel, at least one cross section including internal bracing will be taken. Photo documentation will include 35mm and video.
  - Shooters Island Vessel 2 Floating Drydock - Complete recordation including scantlings, profile, plan view of deck, longitudinal cross sections along centerline and through at least one of the wings. At least one cross section will be obtained including both wings and the location of internal bracing and remaining machinery, pending safe access. Photo documentation will include 35mm and video.
  - Shooters Island Vessel SS16b Unidentified Type with Composite construction - Complete recordation including scantlings, plan and at least one cross section and recordation of bow and stern including propulsion. Possible recovery of diagnostic artifacts including propeller and portion of framing with attached hull planking, pending feasibility. Photo documentation will include 35mm and video.

- Preparation of salvage and conservation plan regarding Vessel SS16b.

Schedule and Duration of Diving

The project is tentatively scheduled for August 1st – September 30th, 2004. Not all aspects of the project involve diving, as many portions of the vessels are above water and can be accessed by boat or by land. For those vessels requiring diving, it will take place on each day that weather
and safe water levels permit safe diving. Diving will not commence until the Dive Safety Plan is approved by the USACE Dive Safety Officer, and until the Dive Safety Officer visits the dive station and approves the operation.

The depths recorded for the area range from zero to 20 feet Mean Sea Level. Dives and divers will be restricted to no-decompression limits. In calculating no-decompression limits the next greater time and next greater depth will be used on standard U.S. Navy diving tables.

Personnel

The dive team consists of five positions: a diving supervisor, a diver, a stand-by diver, one tender, and a time-keeper/communications operator. Each dive team member will meet the training and qualification requirements established in COE Safety and Health Requirements Manual (EM 385-1-1). Mr. Stephen James will serve as Project Manager. Mr. Andrew Lydecker will serve as the Diving Supervisor and Principal Investigator. Other members of the dive team are Michael Faught, underwater archaeologist; Michael Krivor, underwater archaeologist; Jim Duff, underwater archaeologist; and Matt Elliott, archaeological diver. All of these dive team members are certified for diving; are current in Red Cross training for First Aid and Cardiopulmonary Resuscitation (CPR); and have recently passed a physical examination conducted for the purpose of ascertaining fitness for diving. Prior to the start of diving operations all participants will receive a thorough briefing on the content and objectives of the Dive Safety Plan. Periodically during the conduct of diving operations, the dive team will review the Dive Safety Plan at briefings as deemed necessary by the Diving Supervisor.

Mr. Stephen R. James, Jr. acts as Project Manager for this project. Mr. James holds a degree in anthropology from Memphis State University and a master’s degree in nautical archaeology from the Institute of Nautical Archaeology, Texas A&M University. SOPA (Society of Professional Archaeologists) certified since 1985, and with 20 years of experience in maritime archaeology, he has extensive project experience and has directed and conducted all phases of work on submerged sites including archival research, remote-sensing surveys, anomaly assessment, site testing, and full-scale shipwreck mitigation. Mr. James has an extensive diving background with various U.S. Army Corps of Engineer Districts: New York, Wilmington, Savannah, Vicksburg, Memphis, Mobile, New Orleans, and Galveston. He served as Project Manager for the investigation of the Manuela in San Juan Harbor in 2001.

Mr. Andrew Lydecker, who will act as Principal Investigator and Dive Supervisor for the investigation, holds an M.S. in Cartography and G.I.S. and an M.A. in Archaeology, both from the University of Wisconsin. He also holds a B.S. in Anthropology from Mankato State University. He has extensive archaeological and computer drafting experience. His previous archaeological experience was gained in the Great Lakes, Florida, Southern rivers, Caribbean, and South Pacific. Since joining Panamerican in 2000, he has directed and authored several projects for the Jacksonville District COE, including both diving and remote-sensing projects. He has been employed by Panamerican previously for New York, Wilmington, Jacksonville, Mobile, and Vicksburg District COE operations on various underwater diving projects. Recently he has acted as Principal Investigator and Diving Supervisor for a Phase II assessment of remote-
sensing targets and hulks in New York Harbor.

Dr. Michael K. Faught will serve as an Underwater Archaeologist. Dr. Faught obtained his PhD at the University of Arizona, Tucson, and has been principal investigator and project administrator for several terrestrial and underwater projects with Panamerican's Tampa office. He has expertise in submerged prehistoric site archaeology, geoarchaeology, chipped stone analysis, acoustic remote sensing, archaeology of North America. He has six years of cultural resource management experience in the desert southwest, and seven years of post doctoral research and teaching in Florida. Dr. Faught has extensive experience with acoustic remote sensing data (side scan and subbottom) and experience with magnetometry. He has raised more than $800k in state grants and small contracts as principle investigator for Dog and St. George Island Shipwreck Survey and the PaleoAucilla Prehistory Project and several other projects. Authored and edited a large number of Cultural Resource Reports and Monographs and growing number of journal articles.

Mr. Michael Krivor, who will act as Maritime Archaeologist, holds an M.A. from the program in maritime history and archaeology from East Carolina University, and a B.A. in aquatic archaeology from Humboldt State University. Since joining Panamerican, Mr. Krivor has participated in numerous remote sensing surveys and anomaly investigations on projects on the Gulf Coast, East Coast, Pacific, the Caribbean, and many Southern river systems. He has directed numerous archaeological projects for various clients ranging from the Army Corps of Engineers Memphis, New York, and Vicksburg Districts, as well as various state, local, and private agencies. Prior to employment with Panamerican, he accumulated experience in the Caribbean and on the East Coast. Recently certified by the Register of Professional Archaeologists (ROPA 1999), Mr. Krivor is directing an investigation on the Lower White River of Arkansas for the Memphis District Corps of Engineers.

Mr. James Duff, who will act as Archaeological Diver for the investigation, joined Panamerican in August of 1991 and is A.B.T. in the master’s program at Texas A&M University. He will act as Remote-sensing Specialist and Underwater Archaeologist. Prior to employment with Panamerican, he accumulated extensive professional experience working for the North Carolina State Underwater Archaeology Unit and participated in remote-sensing surveys and anomaly investigations on projects with various universities and consulting firms. Since joining Panamerican, Mr. Duff has successfully directed and completed a variety of underwater cultural resource projects. Among these, he co-authored a shipwreck compilation and historic background report recently completed as part of a remote-sensing survey for a submerged pipeline corridor from New Jersey to Staten Island, New York. That survey collected over 2,000 line miles of remote-sensing survey records, including magnetometer, side scan sonar, and sub-bottom profiler, which were analyzed and interpreted by Mr. Duff for potentially significant cultural resources. He has directed or participated in several remote-sensing surveys and diver investigations for the New York, Wilmington, Savannah, Mobile, and Vicksburg Districts. At present Mr. Duff is acting as an Archaeological Diver for the testing of six anomalies on the Yazoo River for the Vicksburg District Army Corps of Engineers. He also served as Underwater Archaeologist for the investigation of the Manuela in San Juan Harbor in 2001.
Mr. Matt Elliott, who will act as Archaeological Diver, holds a B.A. in Anthropology from the University of South Alabama, as well as a Commercial Diving Certificate from the International Commercial Diving Institute. Mr. Elliott has previous terrestrial and maritime archaeological experience in the South Pacific, southern rivers, and East Coast, and brings his extensive commercial diving experience to the team. Recently he participated as an archaeological diver on a Phase II assessment of remote-sensing targets and hulks in the Hudson River at Athens, New York for the New York District.

If any of the above cannot be on site an alternate nautical archaeologist from Panamerican's pool of qualified employees will stand in.

**Dive Platform**

The dive platform utilized will be of a size and type appropriate for the area environment and specific diving operations. At present a particular vessel has not been contracted for this project. A vessel will be chartered locally and be operated by an experienced and U.S.C.G. licensed local captain. The vessel will conform to U.S. Coast Guard specifications according to class and requirements established in EM 385-1-1, and will have on board all required safety equipment. The vessel will be equipped with a safe and secure dive ladder at the stern to be used by divers, aided by their tender, when entering and leaving the water.

**Diving Equipment**

For the purposes of this investigation Surface Supplied Air (SSA) will be the main diving system employed for the inherent safety and more efficient working operations provided by the direct diver to surface air line and communications. This is especially true when operating underwater dredges and jets. The dive helmets will be Superlite 17 A/B Helmets. The helmets are maintained according to manufacturer's specifications. No modifications will take place on air supply fixtures. The dive helmets and the dive hoses used are currently certified, and copies of these certifications will be provided to the New York District Corps' Agency Diving Coordinator (ADC) prior to the commencement of diving operations. All dive helmets will be fitted with radios to permit communication with the surface. It should be stated that in the event of a loss of radio communication, the dive will be terminated.

**Environmental Suits**

Environmental suits will be required during excavation of suspected contaminated sediments and recordation in areas where diver/sediment contact might occur. The watertight suits will be used in conjunction with the SSA helmets to effectively seal off the diver from potential contamination in the suspended sediments. Hot water suits and wet suits are unacceptable since they do not protect the hands and feet. Divers and equipment used in excavating contaminated sediments will be hosed off after each dive and at the end of the day to reduce possible contamination.
Diving Equipment Inspection

Inspection of all equipment will be performed as necessary or as required by the specific manufacturer. The inspection program will entail five different inspections:

- Inspection and operational testing of equipment received from the factory or distributor
- Inspection of equipment as it is issued to workers
- Inspection after use
- Periodic inspection of stored equipment
- Periodic inspection when a question arises concerning the appropriateness of the selected equipment, or when problems with similar equipment arise

The inspection checklist is provided below. Records will be kept of all inspection procedures. Individual identification numbers will be assigned to all reusable pieces of equipment, and records should be maintained by that number. At a minimum, each inspection should record the ID number, date, inspector, and any unusual conditions or findings. Periodic review of these records may indicate an item with excessive maintenance costs or a particularly high level of downtime.

Equipment Inspection Checklist

Helmets

Before use:

- Yearly inspection by certified inspector of all hoses, helmets, regulators, valves, etc. (these have been appended to this Plan).

During the work task:

- Daily inspection of helmets, including regulator (i.e., intake valves and exhaust ports), neck seal, one-way valve on air supply hose attachment, and free-flow operation. The helmets are checked for any leaks, malfunctions, and corrosion.
- Daily inspection of communication system. This involves a sound check at the surface when all gear is set up, and once again as soon as the diver is underwater. All wires at both the communication box and the helmet are checked for corrosion.
Hoses

**Before use:**

- Yearly pressure inspection.

**During the work task:**

- Daily, before connecting air hoses to helmets, they are blown free with air to make sure no debris or particulars are in the hose.
- Daily, all couplings are checked for leaks, corrosion, or malfunctions.
- Daily, all hoses are inspected for frays, cuts, corrosion, leaks, cracks, bulges, etc.
- Hoses, while in use, will be continually rinsed with a diluted bleach solution to keep contaminants to a minimum.

Air Supply

**Before use:**

- Certificate of air quality will be provided.

**During the work task:**

- K bottles will be properly secured in a well-ventilated area out of the direct sun or other heat source.

Storage

Diving equipment will be stored properly to prevent damage or malfunction due to exposure to dust, moisture, sunlight, damaging chemicals, extreme temperatures, and impact. Storage procedures are as follows:

- All equipment will be stored in a well-ventilated area, with good airflow around each item, if possible.
- Dive suits, helmets, and hoses will be stored in a manner consistent with manufacturer’s recommendations.

Air Supply

Air for SSA diving will be provided by cascade system of no fewer than two 240-cubic-foot 'K' bottles. Pressure gauges and check valves are included in the air supply system as appropriate. Two levels of redundant backup air supply will be used, including an aluminum 80cf SCUBA
cylinder linked to the SSA cascade system, and a 50cf aluminum SCUBA cylinder worn by the diver and connected to the dive helmet. The cascade system will be stored in an environment protected from excessive heat and secure from falling. The timekeeper will monitor the air supply system during each dive to ensure that air pressure is correctly maintained and adequate reserve air is always available. A certificate of air quality will be obtained from the air supplier, and submitted to the New York District Dive Safety Officer for approval prior to commencement of diving activities.

The air supply hoses are Gates 33 H/B commercial dive hoses that have a working pressure at least equal to the working pressure of the air supply system and will have a rated bursting pressure at least four times greater than operating pressure or at least 80 PSI over bottom (ambient) pressure. The hoses are kink-resistant, marked in 10-foot increments from the diver, and will be equipped with corrosion-resistant fittings. When not in use hoses will be over-under coiled or figure-eight coiled to prevent twists and/or kinks. Hose ends will be capped or taped when not in use. The dive hoses will be inspected prior to each dive.

Divers using SSA will wear a safety harness with a quick-release attachment connected to the air umbilical. A safety line of at least 3/8 inch synthetic material is included as an integral part of the umbilical. The divers will wear clothing or wet suits, boots, gloves, and other protective gear appropriate to the conditions. Divers will wear weight belts equipped with quick-release buckles. All the equipment used during the diving operations will be inspected prior to each dive.

During all periods of diving, a suited stand-by diver will be fully prepared and equipped to dive SSA in the event of an emergency. There will be a separate individual timekeeper and communications operator during each dive. Voice communication between diver and surface will be maintained at all times. If voice communication is lost, the dive will be terminated.

**Diving Operations**

The dive platform will be securely anchored or moored during all diving operations; no “live-boating” will be conducted during this project. The diving will be provided by surface supply air only. Each diver will have a full-time dive tender handling the diver air supply hose. The tender will help the diver don, remove and adjust equipment. The tender will check and ensure that the diver is properly rigged and adjusted immediately before the diver enters the water. The diver will not enter the water until clearance from the tender has been given. The diver and the communications operator will conduct a communications check prior to the diver’s entering the water. The diver will check all equipment for proper function immediately upon submerging, while descending, and upon reaching the bottom before conducting any work. The tender will hold the diver’s hose with the proper tension at all times during the dive. The hose should be held with enough tension to permit the tender and diver to transmit and receive “pull-signals” as needed, particularly in the event of a loss of radio communication. Should the diver’s hose become fouled, all work will cease, the hose will be cleared, and the hazard causing the fouling will be evaluated before work is resumed.

The underwater examination of each site will begin with orientation dives to determine the
visible spatial extent, integrity, and present components of the site. Appropriate techniques and equipment such as metal and hydraulic probes will be employed to locate buried remains if none are apparent above the bottom. If necessary, portions of the site and its components will be uncovered through the use of hydraulic venturi-style dredges powered by small, low-pressure water pumps. It is emphasized that a minimum necessary amount of sediments will be disturbed in order to locate, examine, and evaluate the site. Archaeological divers will record sufficient information to assess NRHP eligibility. Relative to existing water and overburden conditions, video will be produced of the site.

Environmental Considerations

A number of consistent environmental conditions are expected to be encountered in the project area. Water temperatures are expected to be in the 60-80 degree range. The project will have equipment on hand to deal with a wide range of temperature conditions. Visibility is not expected to exceed 2 feet, with most diving occurring in zero-visibility water. All divers are trained in and have extensive experience diving in zero visibility environments. Currents are not expected to exceed 1 knot. In the event current exceeds 1 knot, diving will not take place. When possible, diving will be coordinated with periods of slack tide.

Safety Considerations

All diving will be performed in accordance with the U.S. Army Corps of Engineers “Safety and Health Requirements Manual” EM385-1-1 dated September 1996; with the U.S. Navy Diving Manual, Volumes I and II; and with Panamerican’s “Diving Safety Program for Submerged Cultural Resource Investigation” as appropriate.

Colds, upper sinus infections, respiratory infections, and ear infections that are contra-indicated for diving will preclude an individual from diving. All divers will inform the diving supervisor of the ingestion of any medication. All diving will be voluntary, and any dive team member may decline to dive at any time.

Safety and planning sessions will precede each day of diving. These sessions will include an assessment of safety aspects, potential hazards, tasks to be undertaken, emergency procedures, and any necessary modifications to operating procedures. Maximum depth and dive time will be determined before the completion of each dive. Approximate depth will be all dives will be logged throughout the dive, and written comments for the dive log will be required of the returning diver immediately upon completion of each dive. Upon completion of a dive and prior to the commencement of the next dive the returning diver will inform the dive supervisor about diving conditions observed and specifically about any hazards or potential hazards encountered. Divers will remain awake for at least one hour after a dive. Divers will wait at least 12 hours before flying after any dive; this will be extended to 24 hours following multiple days of diving.

An international diving flag (Alpha flag) and a civilian “diver-down” flag (red with white diagonal stripe) will be raised on the diving platform prior to, and lowered following completion of, all diving operations. All diving personnel will carry accurate timepieces and sharp knives.
Fire extinguishers will be aboard the dive platform and in each vehicle used. The dive team will have a diver first aid kit, oxygen, and floating backboard on hand during all diving operations. All personnel will be familiar with safety procedures and with the locations of safety equipment. Any accidents or injuries will be reported to the diving supervisor immediately, and a report of injury form will be completed.

Relative to Lock Out/Tag Out (LOTO) considerations, all project personnel will be familiarized with any potential sources of unexpected energy (i.e. boat motor) and/or any potential sources of kinetic or stored energy which could cause injury or damage. As stated in the Dive Safety Plan the dive platform will be anchored/moored (with at least two anchors) during all dive operations; therefore no “live-boating” will be conducted during this project. The dive platform’s engine will not be started until all dive operations have ceased and each person is safely onboard the vessel. The boat captain and/or Principal Investigator will address any additional LOTO precautions prior to any dive operations. No differential water pressures (due to unequal water elevations) are anticipated during any phase of this project.

Safety Procedures and Checklists

Safety will be the paramount concern during the project. All diving will be performed in accordance with the U.S. Army Corps of Engineers “Safety and Health Requirements Manual” EM385-1-1 dated September 1996; with the U.S. Navy Diving Manual; and with Panamerican’s “Diving Safety Program for Submerged Cultural Resource Investigation” as appropriate. A copy of EM385-1-1 will be reviewed prior to the fieldwork phase of the project. Special attention will be paid to Chapter 19, “Floating Plant and Marine Activities,” and Chapter 30, “Contract Diving Operations;” and a copy will made available for inspection to all persons on the crew.

All Panamerican personnel scheduled to participate in this research have been qualified in First Aid and CPR by the Red Cross or comparable agency. Certificates to this effect are presented as part of the Dive Safety Plan package. Prior to initiating any field work, the Diving Supervisor will locate the nearest hospitals, hyperbaric chamber, notify the U.S. Coast Guard, and take care of any other logistical safety considerations. During the investigation there will be available communication with shore in the event of an accident. If applicable, the United States Coast Guard will be contacted prior to the commencement of activities so a "Notice to Mariners" broadcast of our diving activities can be arranged. They will also be contacted at the completion of diving activities.

The diving environment will be the main consideration. Tides, weather and vessel traffic will all be monitored.

Evacuation Routes and Emergency Facilities

Evacuation routes from project areas to emergency medical facilities will be established and all project personnel will know these routes. There will be sufficient fuel kept in all vehicles for emergency use. There will always be a vehicle and/or boat available for emergency use during diving operations. In the event of an emergency the 911 emergency system is in operation in the project area. The ambulance service nearest to and/or which can most quickly reach the landing
nearest the dive site will be ascertained prior to diving operations. The emergency medical facility closest to, and/or most quickly reached from, the dive site and project docking area will be ascertained prior to diving operations. The nearest hyperbaric chamber is located at the Memorial Medical Center (1-800-225-7654). The United States Coast Guard (U.S.C.G.) in the area is under the direction of 1st District Operations, New York Group. The 1st District U.S.C.G. maintains a 24-hour Search and Rescue Hotline (212-668-7913). Search and Rescue helicopters capable of providing emergency evacuation operate out of the Coast Guard Air Station (718-765-2409). The Coast Guard will be notified of our working dates and location prior to initiation of fieldwork and will be updated periodically of our standing.
EMERGENCY SERVICES

EMERGENCY
911

HOSPITAL
201-858-5000 Bayonne Hospital
29th St. and Ave.,
E. Bayonne, NJ 07002

HOSPITAL
718-226-9000 Staten Island University Hospital
475 Seaview Ave.,
Staten Island, NY 10305

HOSPITAL
718-226-2000 Staten Island University Hospital
375 Seguine Ave.,
Staten Island, NY 10309

HYPERBARIC CHAMBER
1-800-255-7654
908-892-1100 Memorial Medical Center
24-Hour, Point Pleasant Hospital

DIVERS ALERT NETWORK (D.A.N.)

DIVING EMERGENCY 919-684-8111 24-Hour Hotline

UNITED STATES COAST GUARD, 1ST DISTRICT

GROUP NEW YORK 212-668-7913

SEARCH AND RESCUE 212-668-7913/7937 24-HOUR HOTLINE

Operations Office 212-668-7913 USCG, 1st District,
Governor's Island

Air Station 718-765-2409 USCG Air Station Brooklyn

Waterways Office 212-668-7906 Waterways, Governor's Island

NEW JERSEY STATE MARINE POLICE, PORT NEWARK

State Marine Police 201-578-8173 Port Newark Office
APPENDIX K: HEALTH, SAFETY, AND ACCIDENT PREVENTION PLAN
HEALTH, SAFETY AND ACCIDENT PREVENTION PLAN

Recordation of Six (6) Vessels in Connection with the New York
And New Jersey Harbor Navigation Study Upper and
Lower Bay, Port of New York and New Jersey Staten Island, Richmond
County, New York, and Elizabeth, Union County and Bayonne,
Hudson County, New Jersey

Contract No. DACW51-01-D-0015
Delivery Order No. 0023

1.0 Introduction

1.1 Purpose

This document is the Health, Safety and Accident Prevention (HSAP) to be employed by
Panamerican Consultants, Inc., (Panamerican) of Memphis, Tennessee during contract
operations for the New York District, U.S. Army Corps of Engineers (COE), to record six
vessels determined during a Phase II assessment of 39 targets in 2002 to be eligible for
inclusion on the National Register of Historic Places. This investigation will be
conducted under subcontract to Matrix Environmental and Geotechnical Services, of
Florham Park, New Jersey, for the New York District in response to their Scope of Work
entitled Recordation of Six (6) Vessels in Connection with the New York And New Jersey
Harbor Navigation Study Upper and Lower Bay, Port of New York and New Jersey
Staten Island, Richmond County, New York, and Elizabeth, Union County and Bayonne,
Hudson County, New Jersey, under Contract No. DACW51-01-D-0015, Delivery Order
No. 0023.

The following site-specific HSAP was prepared to provide safe procedures and practices
for PCI personnel engaged in conducting cultural resources and archaeological
investigations the six vessels. The plan has been developed using as guidance the
Occupational Safety and Health Administration (OSHA)1910.120 regulations and the
US Army Corps of Engineers Safety and Health Requirements Manual (EM 385-1-1; 3
Sept. 1996). The purpose of this HSAP is to establish personnel protection standards and
mandatory safety practices and procedures for this task specific effort. This plan assigns
responsibilities, establishes standard operating procedures, and provides for contingencies
that may arise during the field archaeological and cultural resources efforts.

If for any reason the HSAP is altered in objective, personnel, or equipment, the New
York District's Health and Safety Officer shall be contacted and shall review any revision
prior to actual operation.
1.2 Applicability

The provisions of the plan are mandatory for all personnel engaged in archaeological and cultural resources investigations. All personnel who engage in these activities must be familiar with this plan and comply with its requirements; these personnel must sign-off on the Plan Acceptance Form (Appendix A), which will be retained by Panamerican Consultants, Inc. in the project file.

All personnel will be responsible for operating in accordance with the OSHA regulations 29 CFR Part 1910.120 - ‘Hazardous Waste Operations and Emergency Response’ and U.S. Army Corps of Engineers EM.385-1-1. It should be noted however, that although this plan was produced in accordance with these requirements this work is not being conducted in areas designated as hazardous waste or material areas.

Appendix A contains a statement of compliance form, a plan acceptance form, a site safety briefing form, and an accident/exposure form. This plan is applicable to all aspects of the tasks detailed below associated with an archaeological and cultural resources investigations to be performed in project areas.

The plan is based on available information concerning possible industrial contaminants and physical hazards that exist, or may exist, at the project site and during planned tasks. If more data concerning the nature and/or concentrations of contaminants become available, the plan will be modified accordingly. Modifications will be made by the Site Safety Officer. All modifications will be documented in the plan and field book and provided to the Project Manager and the Health and Safety Manager for approval.

A copy of this plan will be available for review by all on-site personnel. In addition, a copy of the plan will be provided to all subcontractors prior to their initial entry onto the site.

Before field activities begin, personnel will be required to read the HSAP. All personnel must agree to comply with the minimum requirements of the site-specific plan, be responsible for health and safety, and sign the Statement of Compliance for all on-site employees before site work begins.

1.3 Field Activities

The tasks associated with the performance of the archaeological and cultural resources investigations include:

- Mobilization and Demobilization
- Documentary Research
- Recordation of Vessels
- Data Analysis
1.4 Personnel Requirements

Complete mapping, detailed drawing and photo documentation of the six wrecks will require three multi-person teams. One team of five people will conduct underwater mapping, and photography. As stipulated by the Regulation No. 385-1-93 of the Safety Contract Diving Operations Requirements (Corps 2004), in depths of 33 feet or less, five people are required when diving with SSA; a diver, a dive tender, a standby diver, a communications operator, and a diving supervisor. Because SSA will be employed for safety reasons, in concert with the fact that water depths will not exceed 20 feet, a five person dive team will be required for the project.

The remaining two teams will conduct above-water mapping and photography. One team of 2 people will complete all photography requirements. This will include digital, 35 mm, and video. The third team of 3 people will focus on mapping; including site plans, vessel features and detailed drawings. Surface documentation will require a longer time period and demand more detailed recordation procedures. Since above water and under water recording operations will not be carried on at the same time, the same personnel can be used in each of the three teams.

There will be one overall supervisor that will coordinate activities between all three teams. Each team will also have a field supervisor. The teams will rotate duties as deemed necessary to complete tasks as required.

Key personnel are as follows:

Project Manager- Mr. Stephen R. James, Jr.
Principal Investigator - Mr. Andrew D. W. Lydecker
Site Safety Officer - Mr. Andrew D. W. Lydecker
PCI Safety Manager - Mr. Stephen R. James, Jr.

Site personnel and their duties are outlined below:

1) Field Director

The Field Director and/or Principal Investigator will be responsible for all personnel and subcontractors on-site and designates duties to the on-site personnel. The Field Director has the primary responsibility for:

- Assuring that personnel are aware of the provisions of this plan and are instructed in the work practices necessary to ensure safety in planned procedures and for dealing with emergencies.
- Verifying that the provisions of this plan are implemented.
- Assuring that all field personnel have the required training.
- Assuring that appropriate personnel protective equipment (PPE), if necessary, is available for and properly utilized by all personnel.
- Assuring that personnel are aware of the potential hazards associated with site
operations.
- Supervising the monitoring of safety performances by all personnel to ensure that required work practices are employed.
- Maintain sign-off forms and safety briefing forms.

2) Site Safety Officer

The Site Safety Officer shall:

- Monitor hazards to determine the degree of hazard present.
- Determine changes to protection levels, clothing, and equipment needed to ensure the safety of personnel.
- Evaluate on-site conditions and recommend to the Field Director modifications to work plans and personnel protection levels needed to maintain personnel safety.
- Determine that appropriate safety equipment is available on-site and monitor its proper use.
- Verify and post the locations of medical facilities, emergency telephone numbers and routes.
- Monitor field personnel and potential for exposure to physical hazards such as heat/cold stress, safety rules near heavy equipment and excavations.
- Halt site operations if unsafe conditions occur or if work is not being performed in compliance with this plan.
- Discuss changes to the plan with the Project Manager if field conditions warrant.
- Identify any special medical conditions or restrictions of personnel prior to field work.
- Monitor performance of all personnel to ensure that the required safety procedures are followed. If established safety rules and practices are violated, a report of the incident will be filed and sent to the Project Manager (Panamerican Consultants, Inc.) within 48 hours of the incident.
- Conduct daily safety meetings as necessary and complete the Site Safety Briefing Form prior to the initiation of field activities and as necessary (Appendix A).

3) Archaeological Field Personnel

It shall remain the responsibility of each field crew member to follow the safe work practices listed in this HSAP and in general to:

- Be aware of the procedures outlined in this plan.
- Take reasonable precautions to prevent injury to himself and to his coworkers.
- Perform only those tasks that he believes can be done safely, and immediately report any accidents or unsafe conditions to the Safety Officer and Field Director.
- Notify the SSO and Field Director of any special medical problems (i.e., allergies or medical restrictions) and make certain that on-site personnel are aware of any such problems.
- Think “safety first” prior to and while conducting field work.
The PCI crew can request assistance from the site safety officer or emergency personnel at any time during the course of field work. Each crew member has the authority to halt work should he deem conditions to be unsafe. Visitors will be required to report to the Field Director and Site Safety Officer and follow the requirements of this plan.

2.0 COMPREHENSIVE WORK PLAN

This section comprises the organizational structure and work plan for the recordation of six vessels in Kill Van Kull and Arthur Kill. The six vessels differ to varying degrees in extant hull amounts, direction and ease of access, integrity of remaining hull, associated debris, internal sedimentation, and safety concerns. All of these factors will affect recordation and will dictate to some extent the tools employed, as well as the time required for recordation of the vessels.

Varying with the tide and location, perhaps one of the most important factors is water depth. Rapidly dropping tides, coupled with very shallow areas adjacent to some of the vessels will mandate an orchestration of the day's work, basically comprised of the continual shifting of the work vessels and work sites based on documentation requirements. Access availability of the six vessels is presented below.

2.1 Project Phases

Located on Shooters Island and along the Kill Van Kull shoreline of Staten Island, five of the vessels lie within New York State, and one lies within New Jersey State. As presented the SOW, the Memorandum of Agreement (MOA) between the Corps and the New Jersey State Historic Preservation Officer and the New York State Historic Preservation Officer stipulate that the vessels to be recorded, and level of recordation, are as follows:

1. KVK Vessel 33. Menhaden Fishing Trawler. Accessible only by water and best at low tide, Vessel 33 will receive complete recordation. Architectural documentation will include the profile, the plan view of the deck, and the longitudinal cross section of the vessel, all of which can be obtained during low tide by non-diving personnel. Diving aspects of the recordation will include recordation of the stern, including rudder and propulsion, and the bow. Recordation of hull lines will also be undertaken, and will entail both diving and non-diving personnel. Photo documentation in the form of 35 mm and video will also be undertaken.

2. KVK Vessel 36. Wooden Hydraulic Dredge. Accessible only by water and best at low tide, Vessel 36 will receive partial recordation, including basic dimensions and structural elements. Photo documentation in the form of 35 mm and video will also be undertaken.
3. KVK Vessel 37. _Paul E. Thurlow._ Four-Masted Schooner. Accessible only by water and best at low tide, Vessel 37 will receive complete recordation. Architectural documentation will include a plan view of the hull outline, deck stanchions, and holds. Recordation of hull lines will also be undertaken. Diving aspects of the recordation will include recordation of the stern, including rudder, and the bow. Photo documentation in the form of 35 mm and video will also be undertaken.

4. KVK Vessel 38. Floating Drydock. Accessible only by water and best at low tide, Vessel 38 will receive complete recordation. Architectural documentation will include major dimensions, a plan view of the remaining hull, deck stanchions, bulkheads, framing, and the location of any remaining machinery. Since most of the original deck planking is no longer in place, thus allowing access to the internal structure of the pontoon, at least one cross section including internal strengthening of the pontoon will be included. Photo documentation in the form of 35 mm and video will also be undertaken.

5. Shooters Island Vessel 2. Floating Drydock. Accessible only by water, Vessel 2 will receive complete recordation. Architectural documentation will include the profile, the plan view of the deck, and longitudinal cross sections of the vessel along both the centerline and through at least one of the wings. Also, at least one cross section will be obtained including both wings and the location of internal bracing, and remaining machinery, if safe access is possible. Most of the above documentation will be obtainable by non-diving personnel. Photo documentation in the form of 35 mm and video will also be undertaken.

6. Shooters Island Vessel SS16b: Unidentified Type; Composite Construction. Accessible only by water, Vessel SS16b will receive archival research and be fully recorded. Architectural documentation will include the profile, the plan view of the hull, and the longitudinal cross section of the vessel, as well as recordation of the stern, including rudder and propulsion, and the bow. Recordation of hull lines will also be undertaken. All aspects will involve diving personnel. Photo documentation in the form of 35 mm and video will also be undertaken.

2.2 Vessel Access

The locations of the vessels to be recorded mandate the employment of several different types of work boats. For diving, a large crew-type dive vessel will be employed. Shallow draft vessels, will be employed for access to above water portions of the site. The draft of the small work boats will not exceed 2 feet, with the draft of one of the work boats being extremely shallow.

While tide and vessel drafts are important considerations, the most critical factors affecting the proposed documentation project are safety concerns. Certainly project personnel will have the experience and capability to work safely from boats. Because of the often slick and deteriorated timbers, personnel will exercise the utmost caution and
will wear protective clothing, including footwear with sufficient traction to minimize the possibility of injury. Surface personnel will also be faced at times with recording in and around various types and amounts of debris. Some of the debris likely can be moved by hand but project personnel will simply work around the majority of debris.

*KVK V33*  
Main access location is adjacent the vessel's port midship area. This access location can be employed by either of the small project vessels, and can be employed on any tide. This location is, however, affected by the wakes of large tugs which transit at a high rate of speed. A small skiff can be taken into the internal perimeter of her hull on high tide. This will allow recordation of numerous aspects of the vessel by surface personnel. Access can be gained to the main deck of V33 via small boat. However, this will only be attempted if measurements cannot be obtained from the boat and only if the deck is stable enough to support weight.

*KVK V36*  
This vessel is nearly totally submerged and is best accessed by divers. The best access time is at high tide as this area will become very shallow at low tide, perhaps to the point of stranding the dive platform. Surface personnel can access her at low tide using the shallowest draft skiff at this location.

*KVK V37*  
The vessel's stern and midship area can be accessed from the port midship side by small boat only at any tide. The shallowest draft skiff with surface personnel should be able to access this area on a low tide. Diving personnel will be required to access the lower points of the hull, as well as the stern and bow. Surface personnel can record vessel aspects on any tide.

*KVK V38*  
This vessel is nearly totally submerged and is best accessed by divers. The best access time is at high tide as this area will become very shallow at low tide, perhaps to the point of stranding the dive platform. Surface personnel can access her at low tide using the shallowest draft skiff at this location.

*Shooters Island V2*  
The dive platform can access the starboard side of this vessel at high tide. A small skiff with surface personnel can skirt the outer hull for recordation of many aspects, thus allowing recordation of numerous aspects of the vessel by surface personnel. Access can be gained to the main deck of V2 via small boat. However, this will only be attempted if measurements cannot be obtained from the boat and only if the deck is stable enough to support weight.

*SS 16b*  
This vessel is totally submerged and is accessible only by divers. The best access time is at high tide although it is accessible at low tide as well.
2.3 Photography

Photodocumentation tools will play an integral role in the recordation process. Both 35 mm and digital cameras will be used for all shots. Video documentation will also be used, as it allows a much more comprehensive view, and will aid in the mapping and analysis. In addition, the video record can be archived, and it can be employed as a teaching or reference tool of our maritime history.

2.4 Mapping

Vessel documentation will include mapping various vessel aspects. Many of the required aspects are above water and can be mapped by surface personnel. A mapping device, such as an Electronic Distance Measure (EDM), will expedite surface operations, and will be much safer than using a tape measure. Documentation will include all extant elements, such as frames, ceiling planking, outer-hull planking, decking, knees, etc. Where possible archaeologists will record evidence of workmanship, repairs, modifications and fastening patterns.

2.5 Artifact Recovery

Apart from documentation, MOA stipulations address recovery of components of Vessel SS16b. Composite framing and propulsion are present and will require specialized salvage equipment, including underwater saws and/or torches to recover. This recordation project will assess the requirements and access for recovery but will not attempt recovery.

2.6 Required Equipment Types

<table>
<thead>
<tr>
<th>Major Equip. Type</th>
<th>Specific Requirement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dive Platform</td>
<td>A diving platform large enough to accommodate the entire diving team plus SSA equipment and peripherals such as compressors and/or excavation equipment (i.e., water pump), is required.</td>
</tr>
<tr>
<td>Small Runabout</td>
<td>A small runabouts with a draft of no more than two feet will be on site to allow for personnel and equipment movement at the project site. It will also be employed as quick transport to shore in the case of an emergency.</td>
</tr>
<tr>
<td>Small Skiff</td>
<td>A small skiff with a draft of no more than 1 foot will be on site to allow surface recordation personnel access into the interior of the vessels at low tide, as well as access to the exterior of the vessels where submerged objects or shallow mud flats may occur.</td>
</tr>
</tbody>
</table>
SSA System
A surface supplied air system (SSA) will be required for many aspects of recordation and excavation. The employment of SSA is in direct response to safety concerns. Bailout bottles will be a part of the SSA divers equipment, and will be required in certain instances.

Environmental Suits
Consisting of a watertight SSA helmet and suit, an environmental suit will be required during recordation in areas where diver/sediment contact might occur.

Ladders
At least two, 8 to 10 foot ladders are required to access various vessel areas. The ladders will be a necessity in the recordation of V2.

EDM
An Electronic Distance Measure will be employed by surface personnel to accurately and expeditiously record many aspects of the vessels, including hull lines.

Total Station
A laser transit total station will be employed to accurately and expeditiously record many aspects of the vessels.

Camera Equipment
Both 35 mm and digital cameras will be used for most shots. Black and white and digital still photography will be augmented by both above and underwater video documentation.

2.7 Schedule and Duration of Recordation

The project is tentatively scheduled for August 1st – September 30th, 2004. Not all aspects of the project involve diving, as many portions of the vessels are above water and can be accessed by boat or by land. Work will take place on each day that weather and safe water levels permit safe diving. Work will not commence until the Health and Safety Plan is approved by the USACE Health and Safety Officer.

3.0 HAZARD EVALUATION

Based on the nature of these archaeological activities, which include recordation of deteriorating structures, the hazard potential is deemed moderate. Activities will also be conducted in areas of historic industrial activity. The potential of encountering low levels of industrial contamination exists. The following summarizes the potential hazards associated with deteriorating structures as well as potential chemical, physical and biological hazards.
### 3.1 Activity Hazard Analysis

#### 3.1.1 Vessel Activity

<table>
<thead>
<tr>
<th>HAZARD</th>
<th>MEANS OF PREVENTION</th>
<th>ACTION IN CASE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Weather</td>
<td>Monitor weather prior to leaving port. Constantly observe weather while conducting investigations. Indications of imminent foul weather are antithetical to safe investigations.</td>
<td>Do not have vessel leave port. Vessel return to port.</td>
</tr>
<tr>
<td>Fire aboard Vessel</td>
<td>All survey crew will become familiar with placement of fuel shutoff and fire suppression equipment.</td>
<td>Contact nearest Coast Guard facility. Engage fire suppression equipment.</td>
</tr>
<tr>
<td>Falling objects</td>
<td>All overhead objects will be secured.</td>
<td>Apply first aid or other appropriate treatment.</td>
</tr>
<tr>
<td>Falling, Tripping, and Slipping</td>
<td>Crew will be aware of the local environment and wear proper foot gear for environment. One hand for the boat one hand for self rule.</td>
<td>Apply first aid or other appropriate treatment. Seek medical help if necessary.</td>
</tr>
<tr>
<td>Man Overboard</td>
<td>Crew will wear Personal Flotation Device (PFD) when applicable.</td>
<td>Discontinue investigation. Recover man overboard.</td>
</tr>
<tr>
<td>Hypothermia</td>
<td>Crew will wear appropriate clothing for environmental conditions. Avoid exposure to extreme cold and unnecessary discomfort.</td>
<td>Supply with warm liquids and cover until body temperature returns to normal.</td>
</tr>
<tr>
<td>Drowning</td>
<td>Crew will wear Personal Flotation Device (PFD) when applicable. Crew will be familiar with the dive vessel and emergency equipment placement for immediate use if necessary.</td>
<td>Administer CPR as appropriate &amp; seek medical attention immediately.</td>
</tr>
<tr>
<td>Vessel Sinking</td>
<td>Evaluate seaworthiness of vessel prior to any survey or work activity. Know location of all floatation devices and life rafts on project vessel. Know radio signal for emergencies “May Day”.</td>
<td>Contact nearest Coast Guard facility. Abandon vessel.</td>
</tr>
</tbody>
</table>
### 3.2.2. Non-Diving Working Activity

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>POTENTIAL PROBLEMS</th>
<th>MEANS OF PREVENTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Working on above water</td>
<td>Falling through deteriorated decking</td>
<td>Alternate means of obtaining desired data will be employed where possible.</td>
</tr>
<tr>
<td>wrecks</td>
<td></td>
<td>No unnecessary walking on deteriorated vessels.</td>
</tr>
<tr>
<td></td>
<td>Falling through deteriorated decking</td>
<td>No unnecessary walking on deteriorated vessels.</td>
</tr>
<tr>
<td></td>
<td>Shifting/falling objects</td>
<td>Wearing of proper safety equipment including hard hats and steel toed boots.</td>
</tr>
<tr>
<td></td>
<td>Undetected worker injury</td>
<td>Working in groups of two or more people.</td>
</tr>
<tr>
<td></td>
<td>Falling off vessel into water</td>
<td>Wearing of proper safety equipment.</td>
</tr>
<tr>
<td></td>
<td>Tripping</td>
<td>Observe tripping hazards and remove, avoid, or mark.</td>
</tr>
<tr>
<td></td>
<td>Slipping, falling</td>
<td>Wearing of proper safety equipment.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Careful observation of surroundings.</td>
</tr>
<tr>
<td></td>
<td>Scrapes and cuts due to exposed sharp edges</td>
<td>Wearing of proper safety equipment.</td>
</tr>
<tr>
<td></td>
<td>Splinters</td>
<td>Wearing of proper safety equipment.</td>
</tr>
<tr>
<td></td>
<td>Exposure to waste chemicals, solvents, paints and other potentially hazardous items</td>
<td>Wearing of proper safety equipment. Avoiding deteriorated chemical storage cans/tanks.</td>
</tr>
<tr>
<td></td>
<td>that may have been stored/left behind on vessels</td>
<td></td>
</tr>
</tbody>
</table>
### 3.2.3. General Hazard Analysis

<table>
<thead>
<tr>
<th>ACTIVITY</th>
<th>POTENTIAL PROBLEMS</th>
<th>MEANS OF PREVENTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Work Site</td>
<td>General public, pleasure and commercial vessels</td>
<td>Limit or Prevent Access as necessary. Maintain communication via marine band radio.</td>
</tr>
<tr>
<td>Accident Prevention</td>
<td>Public and personal injury</td>
<td>Wear proper clothing and safety equipment. Signage and other applicable warning devices.</td>
</tr>
<tr>
<td>Machinery And Equipment Operation</td>
<td>Equipment or property damage. Potential for personnel injury.</td>
<td>All machinery and equipment will be operated only by knowledgeable operators.</td>
</tr>
<tr>
<td>Vehicle Operation</td>
<td>Equipment or property damage. Potential for personnel injury.</td>
<td>All survey crew members will obey local traffic laws. Project vehicles will be properly maintained.</td>
</tr>
<tr>
<td>Loading and Offloading Equipment</td>
<td>Equipment or property damage. Potential for personnel injury.</td>
<td>Each crew member will know abilities and not exceed them. Assign proper number of personnel to each task.</td>
</tr>
<tr>
<td>Water Access And Equipment Operation</td>
<td>Drowning, falling, or slipping</td>
<td>All floating plant marine work will be performed in accordance with the requirements of EM385-1-1 Section 26</td>
</tr>
</tbody>
</table>
The above is a list of potential hazards that may be encountered during the current project. This list will be presented to each survey crew member for their review and input prior to any survey activity.

While on site other, not readily definable hazards may occur. A continuous evaluation of hazards will be conducted while engaging in project activities. Each new hazard that presents itself will be listed as they occur and preventive measures will be developed and implemented. Upon the completion of the investigation a review of the effectiveness of the present hazard analysis will be conducted to evaluate the overall effectiveness and determine if any changes or additional input is needed. Any hazards encountered during the investigation not previously listed will be included in a post survey hazard evaluation for better pre-project hazard analysis during future projects.

4.0 SAFE WORKING PRACTICES

4.1 General Practices

The following general safe work practices apply:

- Contact with potentially contaminated substances should be avoided. Puddles, pools, mud, etc. should not be walked through if possible. Kneeling, leaning, or sitting on equipment or on the ground should be avoided whenever possible.
- Unusual site conditions shall be promptly conveyed to the SSO and project management for resolution.
- A first-aid kit shall be available at the site.
- Field personnel should use all their senses to alert themselves to potentially dangerous situations (i.e., presence of strong, irritating, or nauseating odors, deteriorated surfaces, unstable debris, etc.).
- Field personnel must attend safety briefings and should be familiar with the physical characteristics of the investigation, including:
  - Accessibility to associates, equipment, and vehicles.
  - Site access.
  - Routes and procedures to be used during emergencies.
- Personnel will perform all investigation activities with a buddy who is able to:
  - Provide his or her partner with assistance.
  - Notify the SSO or Field Director if emergency help is needed.
- Work activities shall be terminated immediately in event of thunder and/or electrical storm.

The use of alcohol or drugs at the site is strictly prohibited.

5.0 PERSONAL PROTECTIVE EQUIPMENT

As required by OSHA in 29 CFR 1920.132, this plan constitutes a workplace hazard assessment to select personal protective equipment (PPE) to perform the archaeological
and the cultural resources investigation.

Protective clothing and equipment to initiate the project will include:

- Work clothes
- Steel or fiberglass-toed safety boots
- Work gloves
- Hard hat if work is conducted in areas with overhead danger

6.0 EMERGENCY INFORMATION

In the event of an emergency, the field team members or the SSO will employ emergency procedures. A copy of emergency information will be kept in the field vehicle and will be reviewed during the initial site briefing. Copies of emergency telephone numbers and directions to the nearest hospital will be prominently posted in the field vehicle.

6.1 Emergency Medical Treatment And First Aid

A first aid kit large enough to accommodate anticipated emergencies will be kept in the boat. If any injury should require advanced medical assistance, emergency personnel will be notified and the victim will be transported to the hospital. Keys for the field vehicle will be left in or near the ignition.

In the event of an injury or illness, work will cease until the SSO and Field Director have examined the cause of the incident and have taken appropriate corrective action. Any injury or illness, regardless of extent, is to be reported on the Accident Report Form (Appendix A).

6.2 Emergency Telephone Numbers

Emergency telephone numbers for medical and chemical emergencies will be posted in the field vehicle are listed below:

<table>
<thead>
<tr>
<th>EMERGENCY</th>
<th>911</th>
<th>EMERGENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td>HOSPITAL</td>
<td>201-858-5000</td>
<td>Bayonne Hospital</td>
</tr>
<tr>
<td></td>
<td></td>
<td>29th St. and Ave., E. Bayonne, NJ 07002</td>
</tr>
<tr>
<td>HOSPITAL</td>
<td>718-226-9000</td>
<td>Staten Island University Hospital</td>
</tr>
<tr>
<td></td>
<td></td>
<td>475 Seaview Ave., Staten Island, NY 10305</td>
</tr>
</tbody>
</table>
6.3 Emergency Standard Operating Procedures

The following standard operating procedures are to be implemented by on-site personnel in the event of an emergency. The SSO shall manage response actions.

- Upon notification of injury to personnel, the designated emergency signal shall be sounded, if necessary. All personnel are to terminate their work activities and assemble with the SSO. The emergency medical service and hospital emergency room shall be notified of the situation. If the injury is minor, but requires medical attention, the SSO shall accompany the victim to the hospital and provide assistance in describing the circumstances of the accident to the attending physician.
- Upon notification of an equipment failure or accident, the SSO shall determine the effect of the failure or accident on site operations. If the failure or accident affects the safety of personnel or prevents completion of the scheduled operations, all personnel are to leave the area until the situation is evaluated and appropriate actions taken.
- Upon notification of a natural disaster, such as tornado, high winds, flood, thunderstorm or earthquake, on-site work activities are to be terminated by the SSO and all personnel are to evacuate the area.

6.4 Emergency Response Follow-Up Actions

Following activation of the Emergency Response Plan, the SSO shall notify the project manager and other PCI managers. The SSO shall submit a written report documenting the incident within two working days (see Attachments).
6.5 Medical Treatment For Site Accidents/Incidents

The SSO shall be informed of any site-related injury, exposure or medical condition resulting from work activities. All personnel are entitled to medical evaluation and treatment in the event of a site accident or incident.

SITE MEDICAL SUPPLIES AND SERVICES

The SSO or a trained first aid crew member shall evaluate all injuries at the site and render emergency first-aid treatment as appropriate. If an injury is minor but requires professional medical evaluation, the SSO shall escort the employee to the appropriate emergency room. For major injuries occurring at the site, emergency services shall be requested.

First-Aid Kits

A first-aid kit shall be available, readily accessible and fully stocked. The first-aid kit shall be located within specified vehicles used for on-site operations.

7.0 PERSONNEL TRAINING REQUIREMENTS

7.1 Initial Site Entry Briefing

Prior to initial site entry, the SSO shall provide all personnel (including site visitors) with site-specific health and safety training. A record of this training shall be maintained. This training shall consist of the following:

- Discussion of the elements contained within this plan
- Discussion of responsibilities and duties of key site personnel
- Discussion of physical, biological and chemical hazards present at the site
- Discussion of work assignments and responsibilities
- Discussion of the correct use and limitations of the required PPE
- Discussion of the emergency procedures to be followed at the site
- Safe work practices to minimize risk
- Communication procedures and equipment
- Emergency notification and procedures

7.2 Additional Training

The following additional training is required for all full-time site workers.

- Red Cross Standard First Aid
- Red Cross CPR
7.3 Daily Safety Briefings

The SSO will determine if a daily safety briefing with all site personnel is needed. The SSO shall document the daily briefings in the field log book. This documentation shall include health and safety topics covered and attendees at the briefing. The briefing shall discuss the specific tasks scheduled for that day and the following topics:

- Specific work plans
- Physical, chemical or biological hazards anticipated
- Fire or explosion hazards
- PPE required
- Emergency procedures, including emergency escape routes, emergency medical treatment, and medical evacuation from the site
- Weather forecast for the day
- Buddy system
- Communication requirements
- Site control requirements
APPENDIX L: STATE SITE FORMS
NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM
NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier: Recordation of Six (6) Vessels in Connection with the New York and New Jersey Harbor Navigation Study Upper and Lower Bay Port of New York and New Jersey Staten Island, Richmond County, New York, Elizabeth, Union County and Bayonne, Hudson County, New Jersey

Your Name: Andrew Lydecker

Address: 91 Tillman St, Memphis, TN 38111

Date: 3/4/2008

Phone: (901)454-4733


1. SITE IDENTIFIER(S): KVK V36, suction dredge.

2. COUNTY: Richmond

One of the following: CITY: Staten Island

TOWNSHIP

INCORPORATED VILLAGE

UNINCORPORATED VILLAGE OR HAMLET

3. PRESENT OWNER: State of New York

Address

4. SITE DESCRIPTION (check all appropriate categories): Structure/site

Superstructure: complete √ partial, collapsed ___ not evident ___

Foundation: above X below X (ground level) not evident

X Structural subdivisions apparent ___Only surface traces visible

___Buried traces detected

List construction materials (be as specific as possible):

Oak and yellow pine with bronze and iron fasteners

Grounds

___Under cultivation ___Sustaining erosion ___Woodland ___Upland

___Never cultivated ___Previously cultivated ___Floodplain ___Pastureland

Soil Drainage: excellent ___ good ___ fair ___ poor ___X

Distance to nearest water from structure (approx.) 0

Elevation: sea level

5. Site Investigation (append additional sheets, if necessary):

Surface -- date(s) 8/1/2004 - 9/15/2004 Site map (submit with form*)

Collection

Subsurface -- date(s)

Testing: shovel ___ coring ___ other ___ unit size

no. units _______ (Submit plan of units with form*)

Excavation: unit size ___ no. of units

(Submit plan of units with form*)

* Submission should be 8 ½" by 11", if feasible

Investigator: A. Lydecker

Present repository of materials

6. Site inventory: suction dredge
   a. Date constructed or occupation period ca 1900
   b. Previous owners, if known U.S. Army Corps of Engineers
   c. Modifications, if known Cabin and superstructure, upper deck, masts and rigging removed.

(append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):
   a. Historic map references
      1) Name __________ Date __________ Source
         Present location of original, if known
      2) Name __________ Date __________ Source
         Present location of original, if known
   b. Representation in existing photography
      1) Photo date 1940 _______ Where located Aerographic Corporation
      2) Photo date 1951 _______ Where located Aerographic Corporation
      3) Photo date 1960 _______ Where located Aerographic Corporation
      4) Photo date 1974 _______ Where located Aerographic Corporation
      5) Photo date 1984 _______ Where located Aerographic Corporation
      6) Photo date 1994 _______ Where located Aerographic Corporation
   c. Primary and secondary source of documentation (reference fully)

   d. Persons with memory of site
      1) Name __________ Address
      2) Name __________ Address

8. List of material remains other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here and fill out prehistoric site form.

9. Map References: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.

USGS 71/2 Minute Series Quad. Name __________ Elizabeth NJ/NY
For Office Use Only—UTM Coordinates
571949E, 4498809N WGS 84 Zone 18N meters

10. Photography (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.
SITE NAME: KV-SS16

NJ State Atlas Coordinates: 

USGS 7.5 Minute Series Quad. Name: Elizabeth, NY/NJ 

UTM Coordinates (required): 571361 E, 4499299 N WGS 84 Zone 18 N meters

County: Elizabeth, Municipality: Elizabeth

Location (descriptive): East end of Shooters Island

Type of Site: (historic/prehistoric) historic vessel

Cultural affiliation(s) (if known):

Owner’s Name: State of New Jersey

Address: 

Phone: 

Attitude toward preservation: positive

Tenant’s Name: 

Address: 

Phone: 

Surface Features: none

Prominent Landmarks: Shooters Island

Vegetation Cover: none

Nearest Water Source: Kill van Kull

Distance: 0

Soil Type: 

Erosion:

Stratified (if known):

Threat of Destruction (if known): moderate

PREVIOUS WORK (list below):

By Whom 

Date 

Collection Stored 

Previous Designation

Recorders Name:

Address: 

Phone: 

Collection stored: 

Date recorder at site:
Sketch Map of the Site:
Indicate the chief topological features, such as streams, swamps, shorelines, and elevations (approx). Also show buildings and roads. Indicate the site location by enclosing the site area with a dotted line. Use a scale (approx) to indicate distance and dimensions.
Observations, Remarks, or Recommendations

References:

<table>
<thead>
<tr>
<th>Unpublished</th>
<th>Approx Date</th>
<th>Published</th>
<th>Date</th>
</tr>
</thead>
</table>

Revised 2003
NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM
NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier ___Recordation of Six (6) Vessels in Connection with the New York and New Jersey Harbor Navigation Study Upper and Lower Bay Port of New York and New Jersey Staten Island, Richmond County, New York, Elizabeth, Union County and Bayonne, Hudson County, New Jersey

Your Name _______ Andrew Lydecker ___________________________ Date 3/4/2008

Address 91 Tillman St, Memphis, TN 38111 ________________ Phone (901)454-4733

Organization (if any) _______ Panamerican Consultants, Inc., U.S. Army Corps of Engineers – New York District

1. SITE IDENTIFIER(S) KVK V38, balanced floating drydock.

2. COUNTY __ Richmond __________________________ One of the following: CITY ____________ Staten Island

TOWNSHIP
INCORPORATED VILLAGE
UNINCORPORATED VILLAGE OR HAMLET

3. PRESENT OWNER _______ State of New York

Address

4. SITE DESCRIPTION (check all appropriate categories): Structure/site

Superstructure: complete ___ partial, collapsed ___ not evident ___ X
Foundation: above ___ below ___ X (ground level) not evident
X Structural subdivisions apparent ___ Only surface traces visible
Buried traces detected
List construction materials (be as specific as possible):
Oak and yellow pine with bronze and iron fasteners

Grounds
Under cultivation ___ Sustaining erosion ___ Woodland ___ Upland
Never cultivated ___ Previously cultivated ___ Floodplain ___ Pastureland
Soil Drainage: excellent ___ good ___ fair ___ poor ___ X
Distance to nearest water from structure (approx.) ___0
Elevation: sea level

5. Site Investigation (append additional sheets, if necessary):
Surface -- date(s) 8/1/2004 - 9/15/2004 Site map (submit with form*)
Collection
Subsurface -- date(s)
Testing: shovel ___ coring ___ other ___ unit size
no. units _______ (Submit plan of units with form*)

Excavation: unit size ___ no. of units
(Submit plan of units with form*)
* Submission should be 8 1/2” by 11”, if feasible

Investigator _______ A. Lydecker
Manuscript or published report(s) (reference fully):

Present repository of materials
6. Site inventory: remains of balanced floating drydock
   a. Date constructed or occupation period ca 1920
   b. Previous owners, if known unknown.
   c. Modifications, if known Cabin and superstructure, upper deck, masts and rigging removed.
   (append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):
   a. Historic map references
      1) Name Date Source
         Present location of original, if known
      2) Name Date Source
         Present location of original, if known
   b. Representation in existing photography
      1) Photo date 1974 Where located Aerographic Corporation
      2) Photo date 1984 Where located Aerographic Corporation
   c. Primary and secondary source of documentation (reference fully)

   d. Persons with memory of site
      1) Name Address
      2) Name Address

8. List of material remains other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here and fill out prehistoric site form.

9. Map References: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.
   USGS 71/2 Minute Series Quad. Name Elizabeth NJ/NY
   For Office Use Only--UTM Coordinates
   571889E, 4498883N WGS 84 Zone 18N meters

10. Photography (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.
NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM
NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier: Recordation of Six (6) Vessels in Connection with the New York and New Jersey Harbor Navigation Study Upper and Lower Bay Port of New York and New Jersey Staten Island, Richmond County, New York, Elizabeth, Union County and Bayonne, Hudson County, New Jersey

Your Name: Andrew Lydecker
Address: 91 Tillman St, Memphis, TN 38111
Date: 3/4/2008
Phone: (901) 454-4733

1. SITE IDENTIFIER(S): KV K V37, Paul E. Thurlow.

2. COUNTY: Richmond
   CITY: Staten Island
   TOWNSHIP
   INCORPORATED VILLAGE
   UNINCORPORATED VILLAGE OR HAMLET

3. PRESENT OWNER: State of New York
   Address

4. SITE DESCRIPTION (check all appropriate categories): Structure/site
   - Superstructure: complete ___ partial ___ collapsed ___ not evident ___X
   - Foundation: above ___ below ___X (ground level) ___ not evident
   - Structural subdivisions apparent ___ Only surface traces visible
   - Buried traces detected
   List construction materials (be as specific as possible):
   - Oak and yellow pine with bronze and iron fasteners
   
   Grounds
   - Under cultivation ___ Sustaining erosion ___ Woodland ___ Upland
   - Never cultivated ___ Previously cultivated ___ Floodplain ___ Pastureland
   Soil Drainage: excellent ___ good ___ fair ___ poor ___X
   Distance to nearest water from structure (approx.) ___ 0
   Elevation: sea level

5. Site Investigation (append additional sheets, if necessary):
   - Surface -- date(s): 8/1/2004 - 9/15/2004
   Site map (submit with form*)
   Collection
   Subsurface -- date(s)
   Testing: shovel ___ coring ___ other ___ unit size
   no. units _____ (Submit plan of units with form*)
   
   Excavation: unit size _____ no. of units
   (Submit plan of units with form*)
   * Submission should be 8½" by 11", if feasible

   Investigator: A. Lydecker
Manuscript or published report(s) (reference fully):

Present repository of materials
6. Site inventory: four-masted schooner Paul E. Thurlow
   a. Date constructed or occupation period 1919
   b. Previous owners, if known Crowell and Thurlow, William M. Martino.
   c. Modifications, if known Cabin and superstructure, upper deck, masts and rigging removed.

   (append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):
   a. Historic map references
      1) Name Datesource
         Present location of original, if known
      2) Name Datesource
         Present location of original, if known
   b. Representation in existing photography
      1) Photo date 1951 Where located Aerographic Corporation
      2) Photo date 1960 Where located Aerographic Corporation
      3) Photo date 1974 Where located Aerographic Corporation
      4) Photo date 1984 Where located Aerographic Corporation
      5) Photo date 1994 Where located Aerographic Corporation
   c. Primary and secondary source of documentation (reference fully)

   d. Persons with memory of site
      1) Name Address
      2) Name Address

8. List of material remains other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here and fill out prehistoric site form.

9. Map References: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.
   USGS 71/2 Minute Series Quad. Name Elizabeth NJ/NY
   For Office Use Only--UTM Coordinates
   571919E, 4498896N WGS 84 Zone 18N meters

10. Photography (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.
NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM
NYS OFFICE OF PARKS, RECREATION & HISTORIC PRESERVATION
(518) 237-8643

For Office Use Only--Site Identifier

Project Identifier: Recodarion of Six (6) Vessels in Connection with the New York and New Jersey Harbor Navigation Study Upper and Lower Bay Port of New York and New Jersey Staten Island, Richmond County, New York, Elizabeth, Union County and Bayonne, Hudson County, New Jersey

Your Name: Andrew Lydecker
Address: 91 Tillman St, Memphis, TN 38111
Phone: (901) 454-4733


1. SITE IDENTIFIER(S): KVK V33, Fish Hawk.

2. COUNTY: Richmond
One of the following: CITY: Staten Island
TOWNSHIP
INCORPORATED VILLAGE
UNINCORPORATED VILLAGE OR HAMLET

3. PRESENT OWNER: State of New York
Address

4. SITE DESCRIPTION (check all appropriate categories): Structure/site
   Superstructure: complete __ partial __ X__ collapsed __ not evident
   Foundation: above __ X__ below __ (ground level) __ not evident
   __ X__ Structural subdivisions apparent __ Only surface traces visible
   __ Buried traces detected
   List construction materials (be as specific as possible):
   Oak and yellow pine with bronze and iron fasteners

   Grounds
   __ Under cultivation __ Sustaining erosion __ Woodland __ Upland
   __ Never cultivated __ Previously cultivated __ Floodplain __ Pastureland
   Soil Drainage: excellent __ good ___ fair ___ poor __ X
   Distance to nearest water from structure (approx.) __ 0
   Elevation: __ sea level

5. Site Investigation (append additional sheets, if necessary):
   Surface -- date(s): 8/1/2004 - 9/15/2004 __ Site map (submit with form*)
   Collection
   Subsurface -- date(s):
   Testing: shovel __ coring __ other ___ unit size
   no. units __________ (Submit plan of units with form*)

   Excavation: unit size __ no. of units
   (Submit plan of units with form*)
   * Submission should be 8 ½” by 11”, if feasible

Investigator: __ A. Lydecker
Manuscript or published report(s) (reference fully):

Present repository of materials
6. Site inventory: Menhaden trawler Fish Hawk
   a. Date constructed or occupation period. 1949
   b. Previous owners, if known Atlantic Navigation Company, J. Howard Smith Company, Fish Hawk, Inc.
   c. Modifications, if known Cabin and superstructure, mast and rigging removed

   (append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):
   a. Historic map references
      1) Name ___________________ Date ___________________ Source
         Present location of original, if known
      2) Name ___________________ Date ___________________ Source
         Present location of original, if known
   b. Representation in existing photography
      1) Photo date 1984 Where located Aerographic Corporation
      2) Photo date 1994 Where located Aerographic Corporation
   c. Primary and secondary source of documentation (reference fully)
   d. Persons with memory of site
      1) Name ____________ Address
      2) Name ____________ Address

8. List of material remains other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here and fill out prehistoric site form.

9. Map References: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.

   USGS 71/2 Minute Series Quad. Name ____________ Elizabeth NJ/NY
   For Office Use Only--UTM Coordinates
   571966E, 4498819N WGS 84 Zone 18N meters

10. Photography (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.
NEW YORK STATE HISTORIC ARCHAEOLOGICAL SITE INVENTORY FORM

For Office Use Only--Site Identifier

Project Identifier: Recording of Six (6) Vessels in Connection with the New York and New Jersey Harbor Navigation Study Upper and Lower Bay Port of New York and New Jersey Staten Island, Richmond County, New York, Elizabeth, Union County and Bayonne, Hudson County, New Jersey

Your Name: Andrew Lydecker

Address: 91 Tillman St, Memphis, TN 38111


Phone: (901) 454-4733

1. SITE IDENTIFIER(S): SS16b, composite hulled vessel

2. COUNTY: Richmond

CITY: Staten Island

TOWNSHIP: Incorporated Village

UNINCORPORATED VILLAGE OR HAMLET

3. PRESENT OWNER: State of New York

Address:

4. SITE DESCRIPTION (check all appropriate categories): Structure/site

Superstructure: complete _____ partial _____ collapsed _____ not evident X

Foundation: above _____ below X (ground level) not evident

X Structural subdivisions apparent _____ Only surface traces visible

Buried traces detected

List construction materials (be as specific as possible):

Oak and yellow pine with bronze and iron fasteners

Grounds

Under cultivation _____ Sustaining erosion _____ Woodland _____ Upland

Never cultivated _____ Previously cultivated _____ Floodplain _____ Pastureland

Soil Drainage: excellent _____ good _____ fair _____ poor X

Distance to nearest water from structure (approx.) 0

Elevation: sea level

5. Site Investigation (append additional sheets, if necessary):

Surface -- date(s) 8/1/2004 - 9/15/2004 Site map (submit with form*)

Collection

Subsurface -- date(s)

Testing: shovel _____ coring _____ other _____ unit size

no. units _______ (Submit plan of units with form*)

Excavation: unit size _____ no. of units

(Submit plan of units with form*)

* Submission should be 8 ½” by 11”, if feasible

Investigator: A. Lydecker

OPRHP Historic Site Form - page 1
Manuscript or published report (s) (reference fully):

Present repository of materials
6. Site inventory: single section of sectional floating drydock
   a. Date constructed or occupation period______ca 1900
   b. Previous owners, if known _____unknown
   c. Modifications, if known ________
      (append additional sheets, if necessary)

7. Site documentation (append additional sheets, if necessary):
   a. Historic map references
      1) Name__________ Date __________ Source
         Present location of original, if known
      2) Name__________ Date __________ Source
         Present location of original, if known
   b. Representation in existing photography
      1) Photo date __1940__ Where located ______Aerographic Corporation
      2) Photo date __1951__ Where located ______Aerographic Corporation
      3) Photo date __1994__ Where located ______Aerographic Corporation
      4) Photo date __1940__ Where located ______Library of Congress
      4) Photo date __1969__ Where located ______Library of Congress
   c. Primary and secondary source of documentation (reference fully)
   d. Persons with memory of site
      1) Name__________ Address
      2) Name__________ Address

8. List of material remains other than those used in construction (be as specific as possible in identifying object and material):

If prehistoric materials are evident, check here and fill out prehistoric site form.

9. Map References: Map or maps showing exact location and extent of site must accompany this form and be identified by source and date. Keep this submission to 8½" x 11", if possible.

   USGS 71/2 Minute Series Quad. Name ___Elizabeth NJ/NY
   For Office Use Only--UTM Coordinates
   571361E, 9499299N WGS 84 Zone 18N meters

10. Photography (optional for environmental impact survey): Please submit a 5"x7" black and white print(s) showing the current state of the site. Provide a label for the print(s) on a separate sheet.