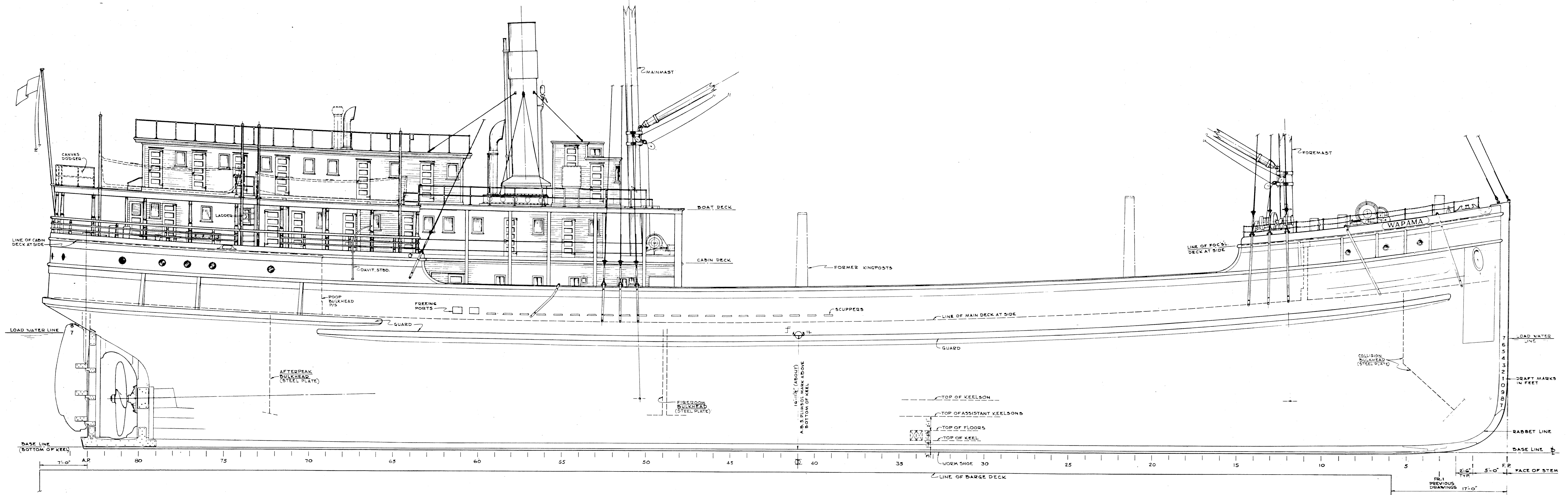
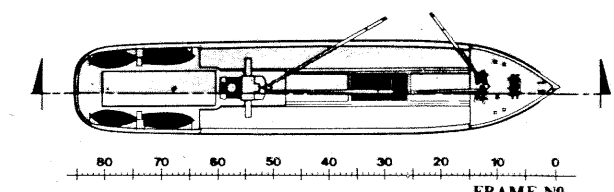


PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	OUTBOARD PROFILE	641
DATE	Historic Structure Report	PCIP PKG 557
		SHEET 3
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HDC 555



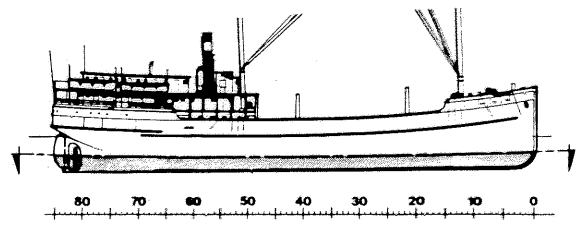
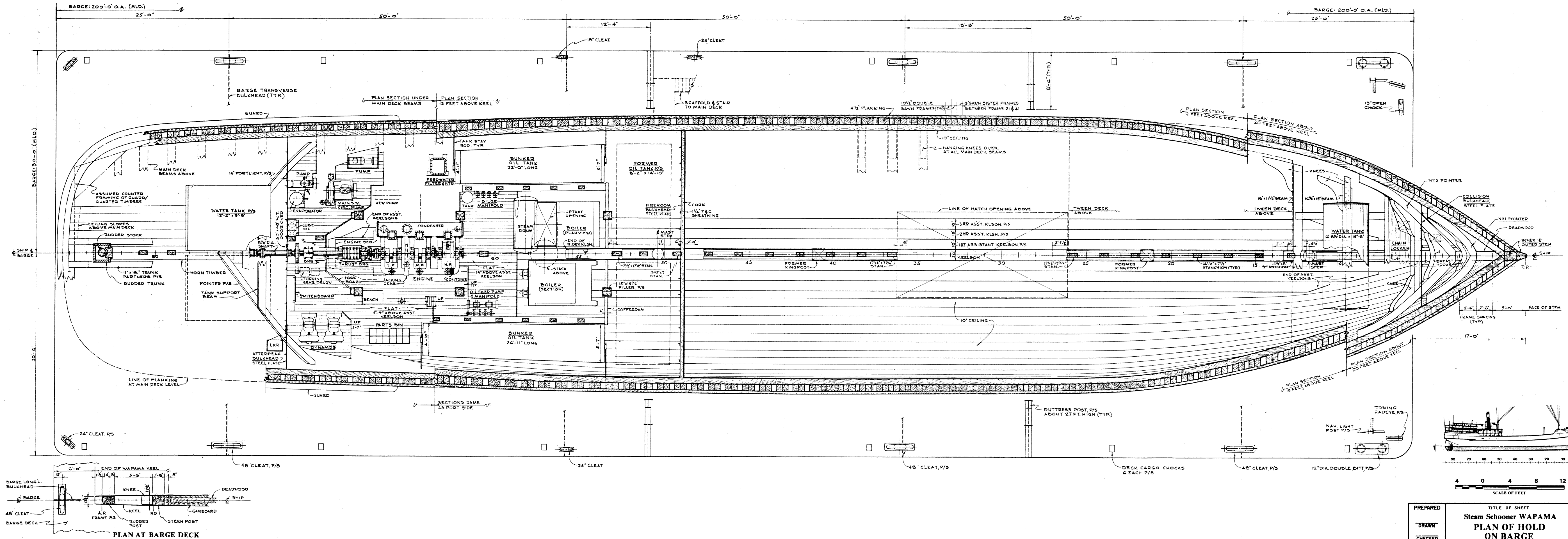
TITLE OF SHEET

Steam Schooner WAPAMA

INBOARD PROFILE

Historic Structure Report

DRAWING NO.	
<u>8048</u>	
<u>641</u>	
PCIP PKG.	SHEET
<u>557</u>	
	OF <u>13</u>



4 0 4 8 12
SCALE OF FEET

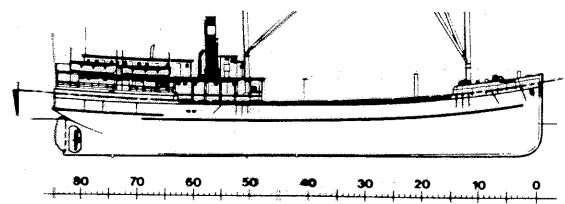
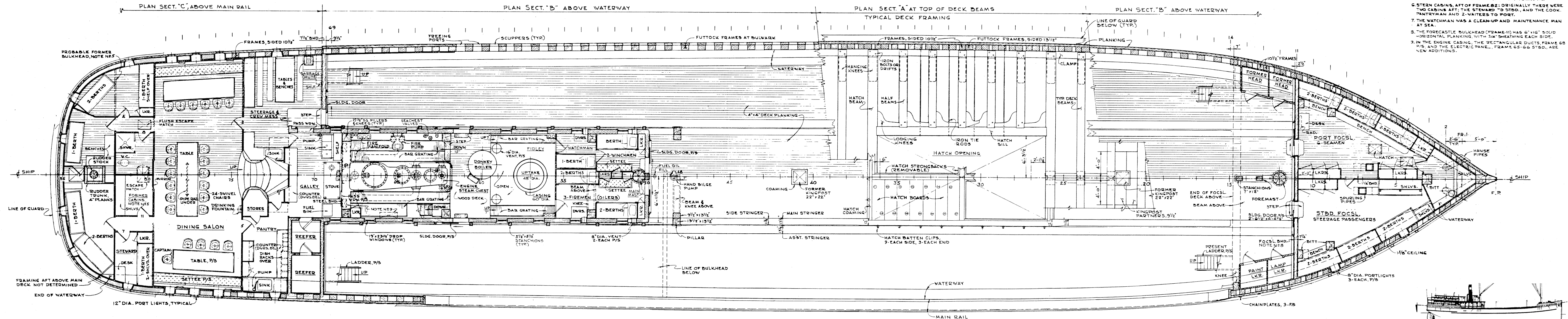
PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PLAN OF HOLD	641
DATE	ON BARGE	5
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HDC 555

PASSENGERS (25)
44 - CABIN (1st CLASS)
12 TO 22 - STEERAGE
56 TO 66 - TOTAL PASSENGERS

CREW (LUMBER/PASSENGER TRADE)
MASTER
1ST AND 2ND MATE
2 - RADIO OPERATORS
2 - WINCH DRIVERS
8 - ABLE SEAMEN
1 - WATCHMAN
CHIEF ENGINEER
1ST AND 2ND ASST. ENGINEER
3 - FIREMEN (OILERS)
STEWARD
COOK
PANTRYMAN
2 - WAITERS
27 - TOTAL CREW

GENERAL NOTES
1. NOTATIONS BELOW CONCERNING ORIGINAL ACCOMMODATIONS, ETC. ARE FROM K. KORTUM INTERVIEW WITH NEILS RONDBERG, 1959.
2. FORECASTLE: PORT FOCSL HAS BEEN RESTORED AS FOUND, BUT ORIGINALLY ACCOMMODATED 8 - SEAMEN. STBD FOCSL IS NOT RESTORED. NUMBER OF STEERAGE PASSENGERS WAS VARIOUSLY LISTED FROM 12 TO 22.
3. LOCKERS, FRAME 11 TO 15: ORIGINALLY A PAINT LOCKER AND HEAD TO PORT, AND A GEAR LOCKER AND HEAD TO STBD. THUS THE CREW'S HEAD WAS TO PORT, AND THE STEERAGE TO STBD.
4. STEERAGE AND CREW MESS: ORIGINAL ARRANGEMENT IS NOT KNOWN. EVIDENCE REMAINS THAT THE PASS WINDOW AT FRAME 70-71 WAS AT ONE TIME A SLIDING DOOR (TO WEATHER). THE TOWARD-SHIP BULKHEAD, PRESENTLY AT FRAME 69 1/2, MAY HAVE BEEN AT FRAME 71 1/2. ORIGINALLY THERE WAS NO DOOR (NE 2) FROM CREW'S MESS TO DINING SALON.
5. CABINS AFT OF DINING SALON (FRAME 80-82): ORIGINALLY THERE WERE FOUR 2-BERTH PASSENGER CABINS, TWO INBOARD AND TWO OUTBOARD (DOOR 4, 7, 8 AND 11).
6. STERN CABINS, AFT OF FRAME 82: ORIGINALLY THERE WERE TWO CABINS AFT, THE STEWARD'S STBD, AND THE COOK, PANTRYMAN AND 2-WAITERS TO PORT.
7. THE WATCHMAN WAS A CLEAN-UP AND MAINTENANCE MAN AT SEA.
8. FORECASTLE BULKHEAD (FRAME 11) HAS 6" VIG SOLID HORIZONTAL PLANKING WITH 3/4" SHEATHING EACH SIDE.
9. IN THE ENGINE CASING, THE RECTANGULAR DUCTS, FRAME 68 P/S, AND THE ELECTRIC PANEL, FRAME 65-66 STBD, ARE NEW ADDITIONS.



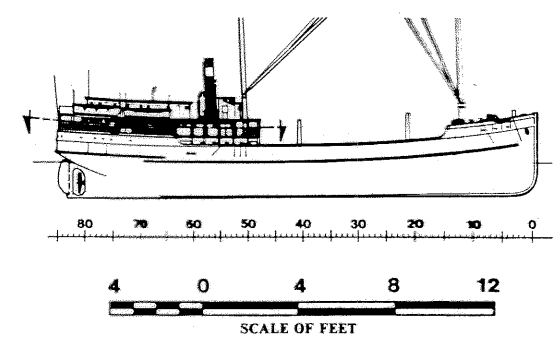
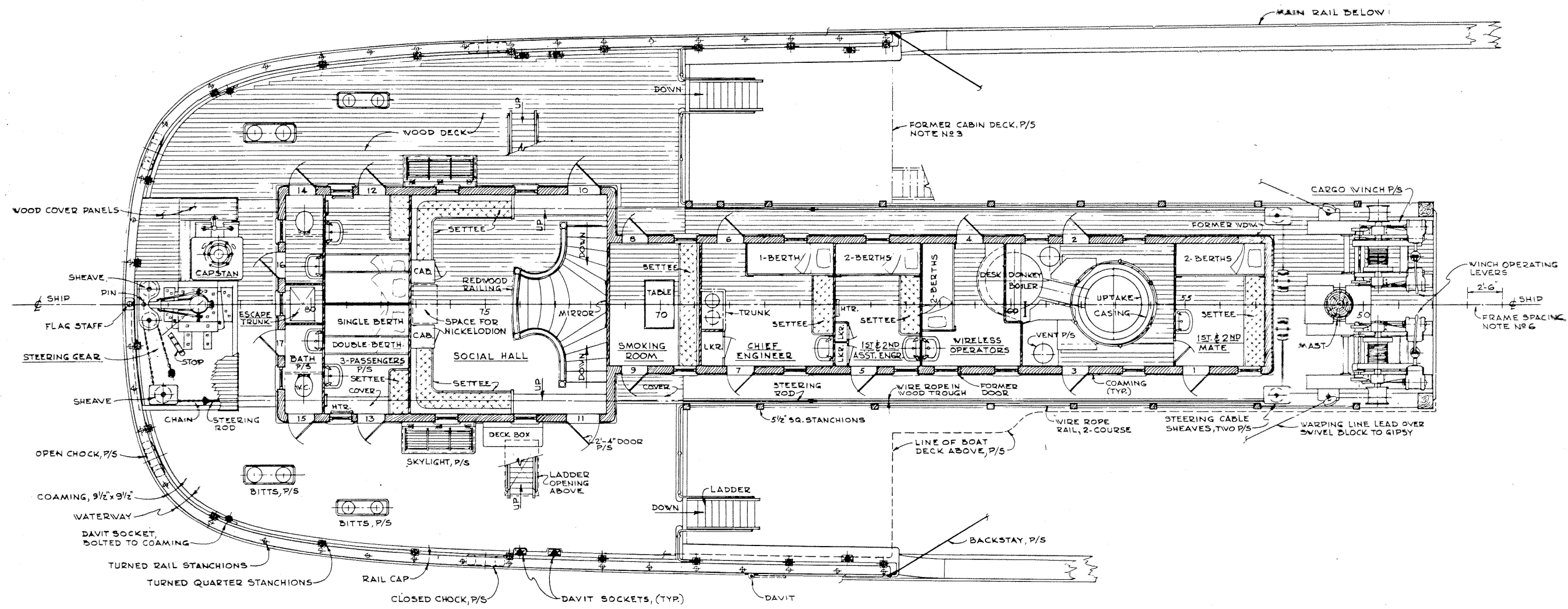
SCALE OF FEET
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PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PLAN OF MAIN DECK	641
DATE	Historic Structure Report	6
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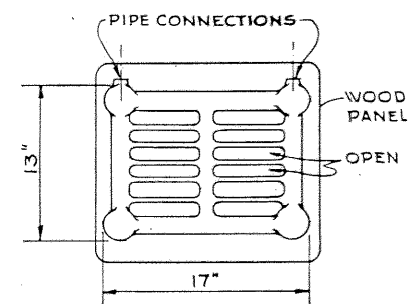
GENERAL NOTES

1. NUMBERS NOTED AT DOORS REFLECT EXISTING DOOR NUMBER LABEL PLATES ON SHIP. TYPICAL DOORS ARE 1'-10 1/2" x 5'-8 1/2".
2. FIRST CLASS PASSENGERS ON CABIN DECK: 6. PASSENGER CABIN (Nº12 & 13) FURNISHINGS ARE SAME AS ON BOAT DECK (SEE SHEET Nº7, NOTE Nº2) EXCEPT FOR BERTHS AND SETTEE.
3. PHOTOS SHOW THAT CABIN DECK EXTENDED TO BREAK OF BULWARK WITH LADDER INBOARD FROM CIRCA 1931 TO AFTER 1937.
4. BATHROOMS AFT (FRAME 80-81): FROM K. KOITUM DATA, ORIGINALLY THERE WERE 2 BATHROOMS, 3- FOR PASSENGERS AND 1- FOR OFFICERS.
5. ALL WINDOWS ARE 1'-7" x 2'-3 1/2" DROP TYPE.
6. FRAME CENTERS ARE SHOWN FOR COMPARISON WITH OTHER DRAWINGS ONLY. NO STRUCTURE OTHER THAN HULL FRAMES IS LOCATED ON THESE CENTERS.

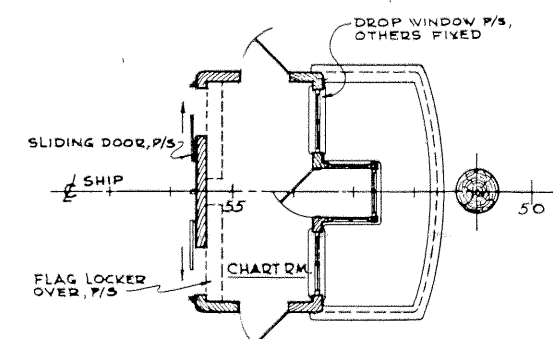


PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PLAN OF CABIN DECK	641
DATE	Historic Structure Report	PCIP PKG. 557
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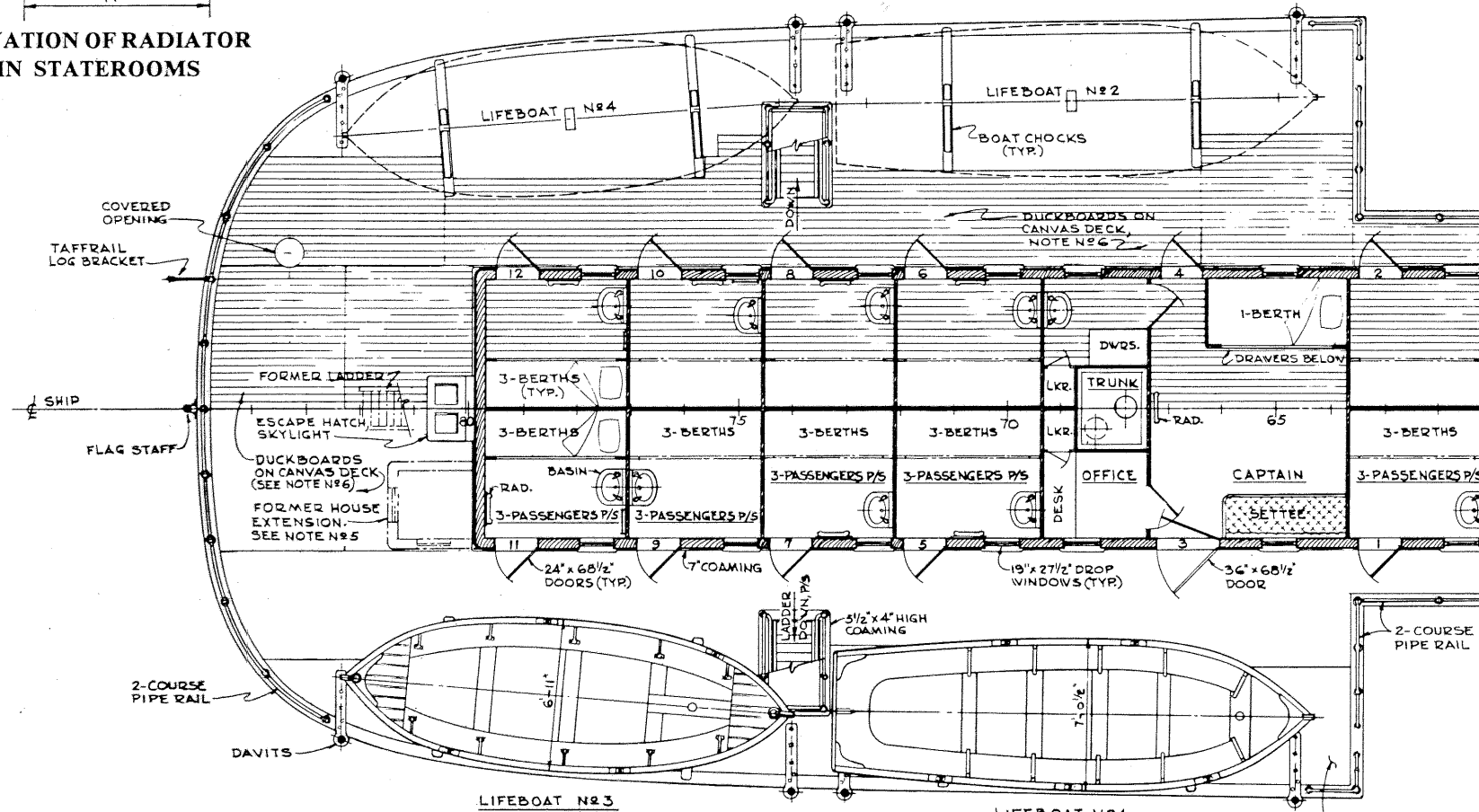
ELEVATION OF RADIATOR
IN STATEROOMS



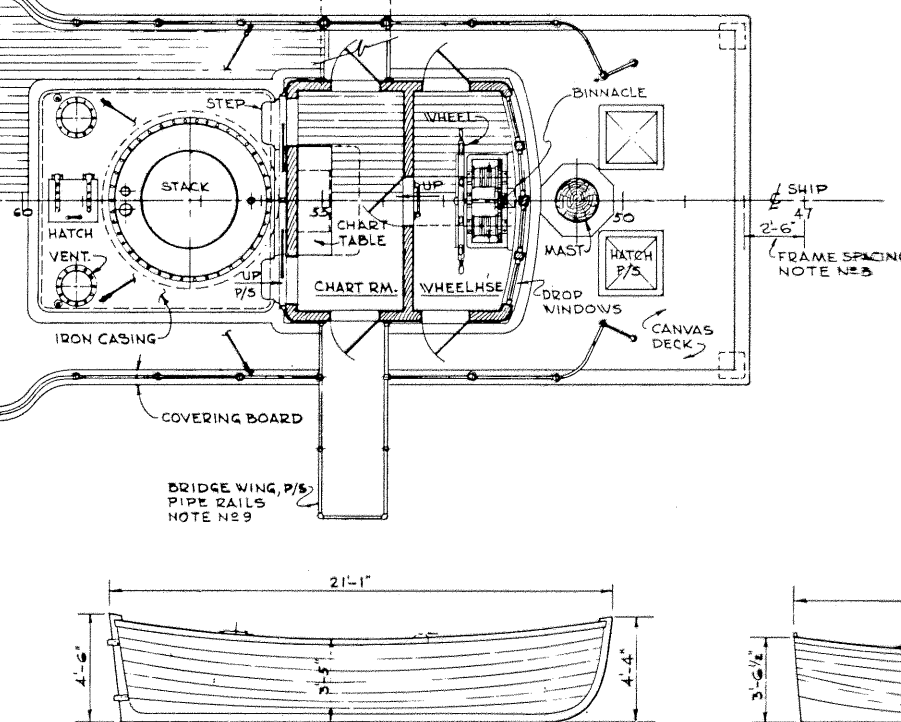
PLAN OF UPPER PART OF PILOT HOUSE

GENERAL NOTES

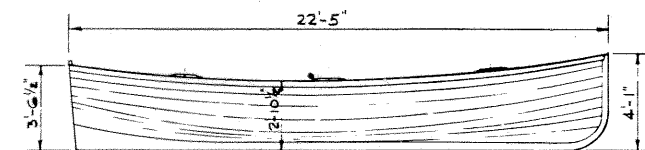
1. NUMBERS NOTED AT DOORS REFLECT EXISTING DOOR NUMBER LABEL PLATES ON SHIP.
2. CABINS N°11 AND N°12 HAVE BEEN RESTORED. THE 3-HIGH BERTHS ARE THE ONLY PASSENGER BERTHS REMAINING ON THE BOAT DECK. THE PORCELAIN WASH BASIN AND SMALL STEAM HEATER ARE HISTORIC. THERE IS A MIRROR AND WOOD SHELF ABOVE THE BASIN. AN HISTORIC MCCORMICK PHOTO OF THESE CABINS SHOWS A SMALL POTABLE WATER TANK ABOVE THE BASIN AND A DRAW CURTAIN ON A ROD FOR EACH BERTH.
3. FIRST CLASS PASSENGERS ON BOAT DECK - 30.
4. STEERING WHEEL: TILLER CABLE RUNS OVER PORT AND STBD. DRUMS WHICH ARE GEARED TO WHEEL SHAFT, AS SHOWN. ABOUT 12 TURNS OF WHEEL ARE REQUIRED FROM 40° PORT TO 40° STBD. RUDDER. TILLER IS SHOWN ON SHEET N°7.
5. FROM INTERVIEW BY KORTUM: DECKHOUSE EXTENSION AFT, STBD WAS A BATHROOM (ADDED CIRCA 1930).
6. DUCKBOARDS IN REMOVABLE PANELS ARE PROBABLY A RECENT ADDITION OVER ORIGINAL CANVAS ON 15/8" T&G DECK.
7. LIFEBOATS: BOAT FALLS HAD TRIPLE BLOCKS WITH HAULING PART COILED DOWN IN TUBS. BOATS N°1 & N°2 ARE WOOD CONSTRUCTION, CARVEL PLANKED. BOATS N°3 & N°4 HAVE RIVETED SHEET METAL PLANKED HULLS WITH WOOD THWARFS & TRIM. ALL BOATS HAVE 12" DIA. FLOATATION TANKS UNDER THE SIDE BENCHES, AND N°3 & N°4 HAVE FITTED TANKS UNDER THE BOV AND STERN DECKS.
8. FRAME CENTERS ARE SHOWN FOR COMPARISON WITH OTHER DRAWINGS ONLY. NO STRUCTURE OTHER THAN HULL FRAMES IS LOCATED ON THESE CENTERS.
9. BRIDGE WINGS ARE HINGED TO FOLD UPWARD TO PERMIT CARGO TO BE LOADED OR OFF-LOADED ALONGSIDE THE DECKHOUSE.



BOAT DECK PLAN

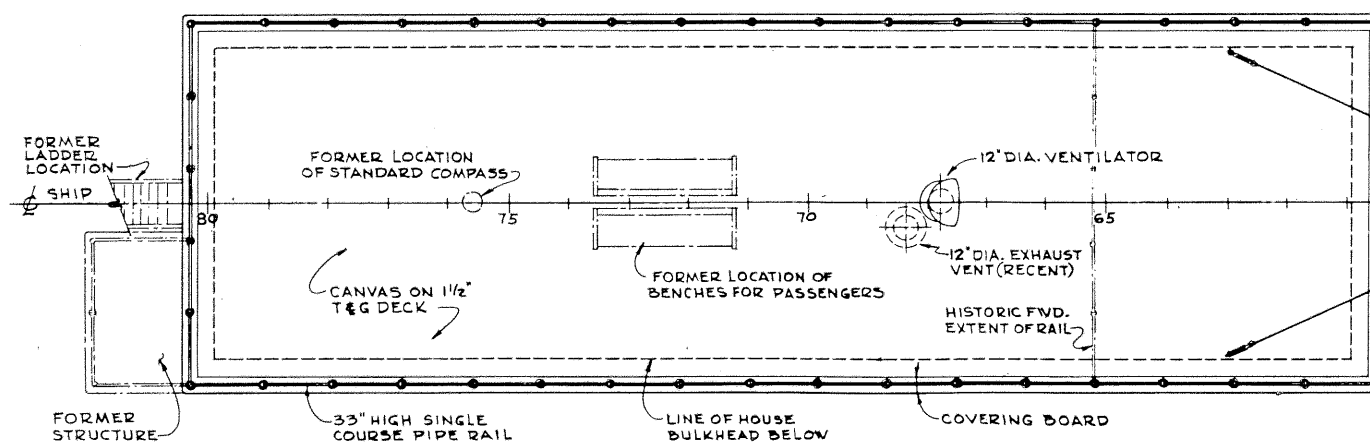
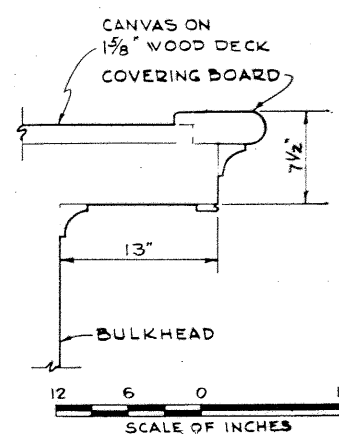


ELEVATION OF N° 3 & N° 4 BOAT

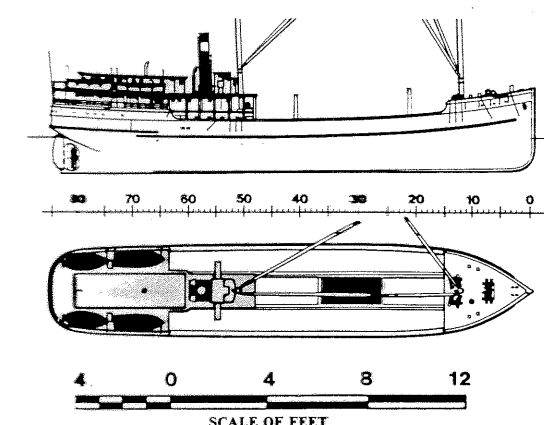
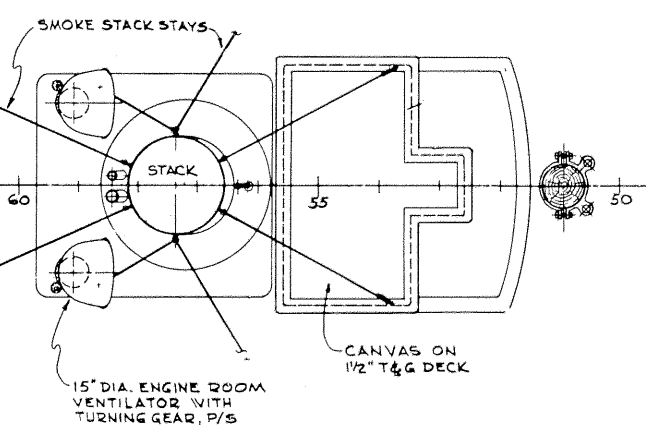


ELEVATION OF N° 1 & N° 2 BOAT

PROFILE OF BOAT DECK HOUSE TOP



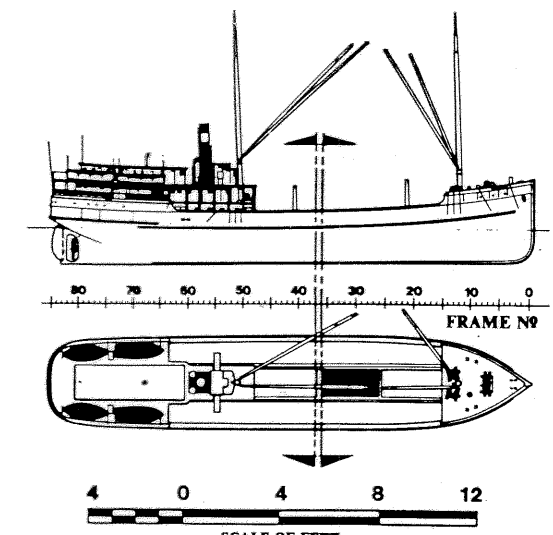
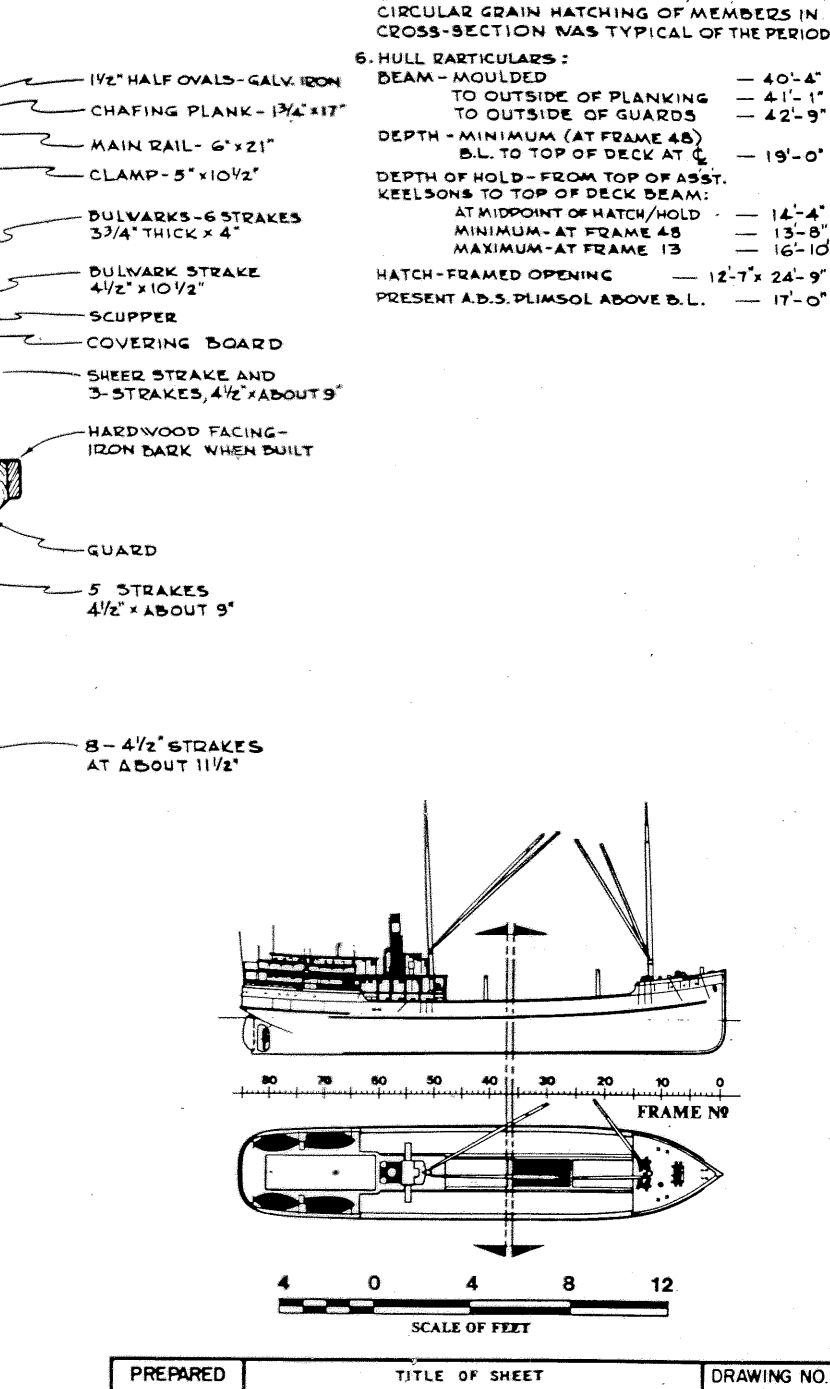
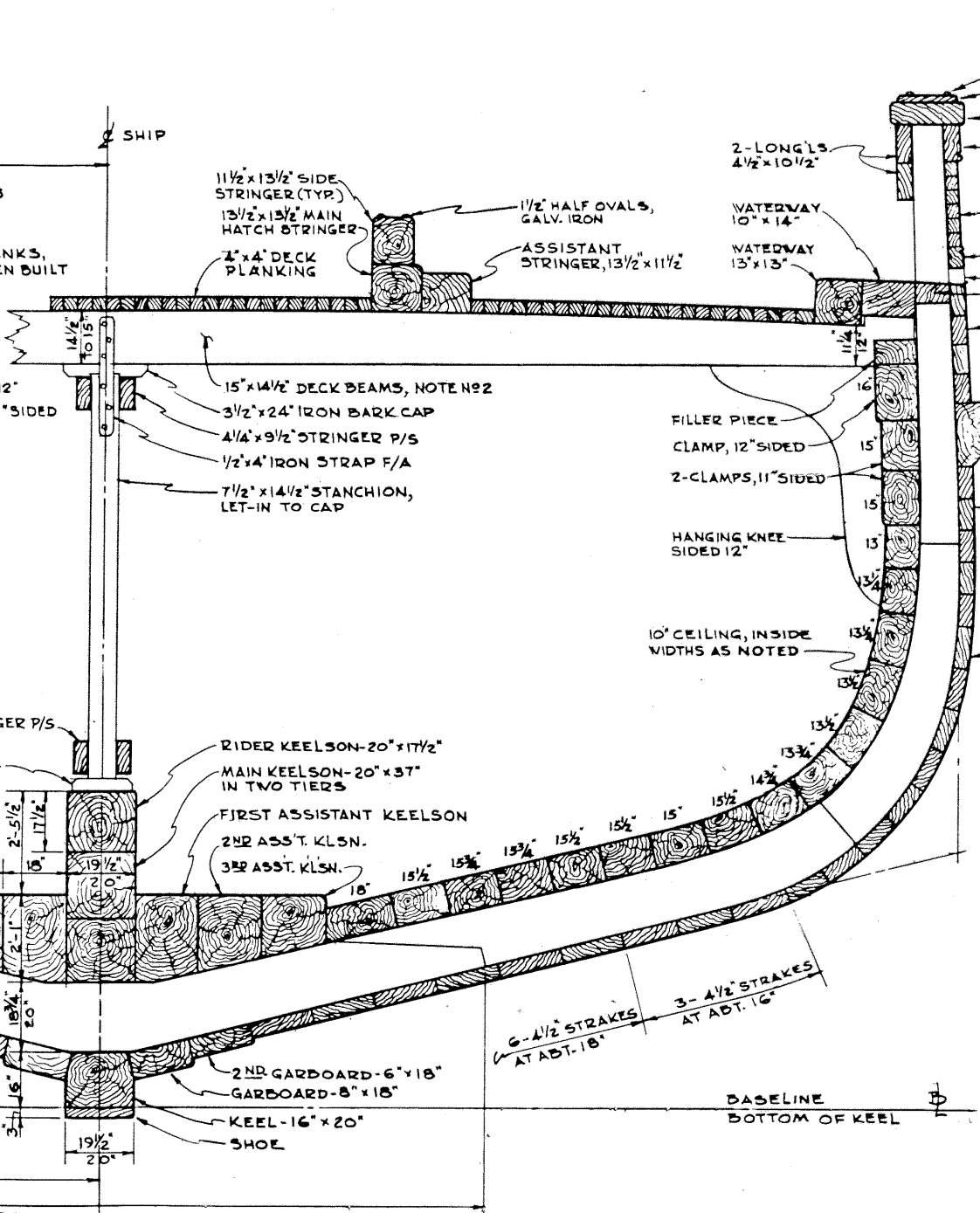
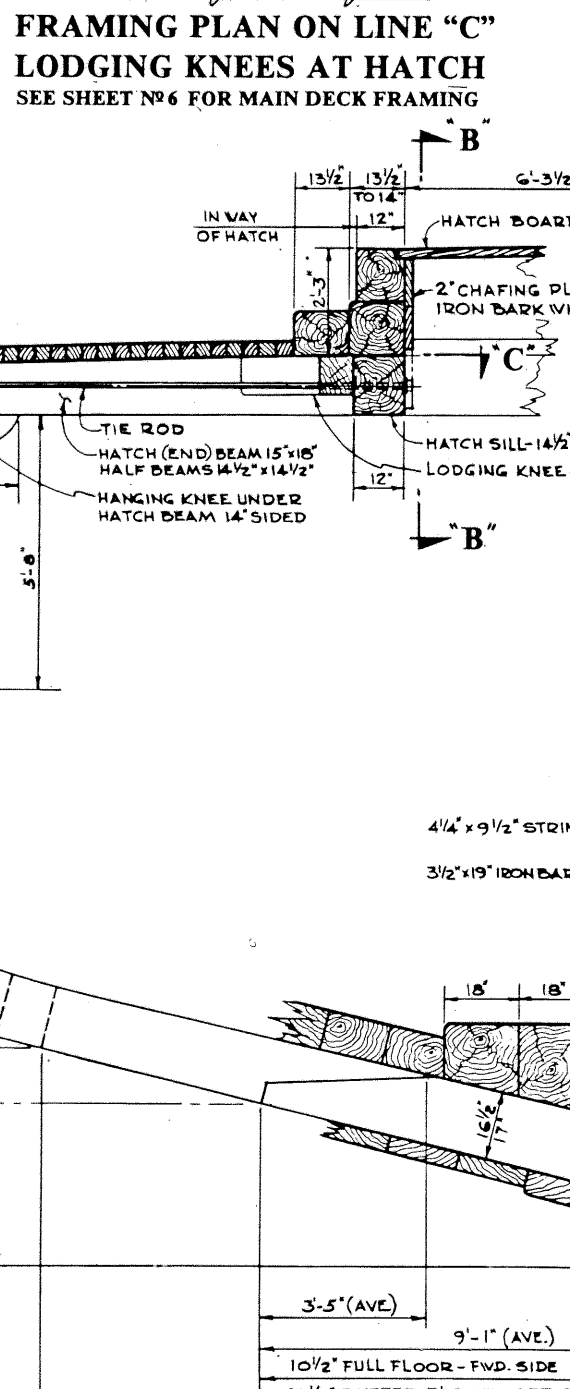
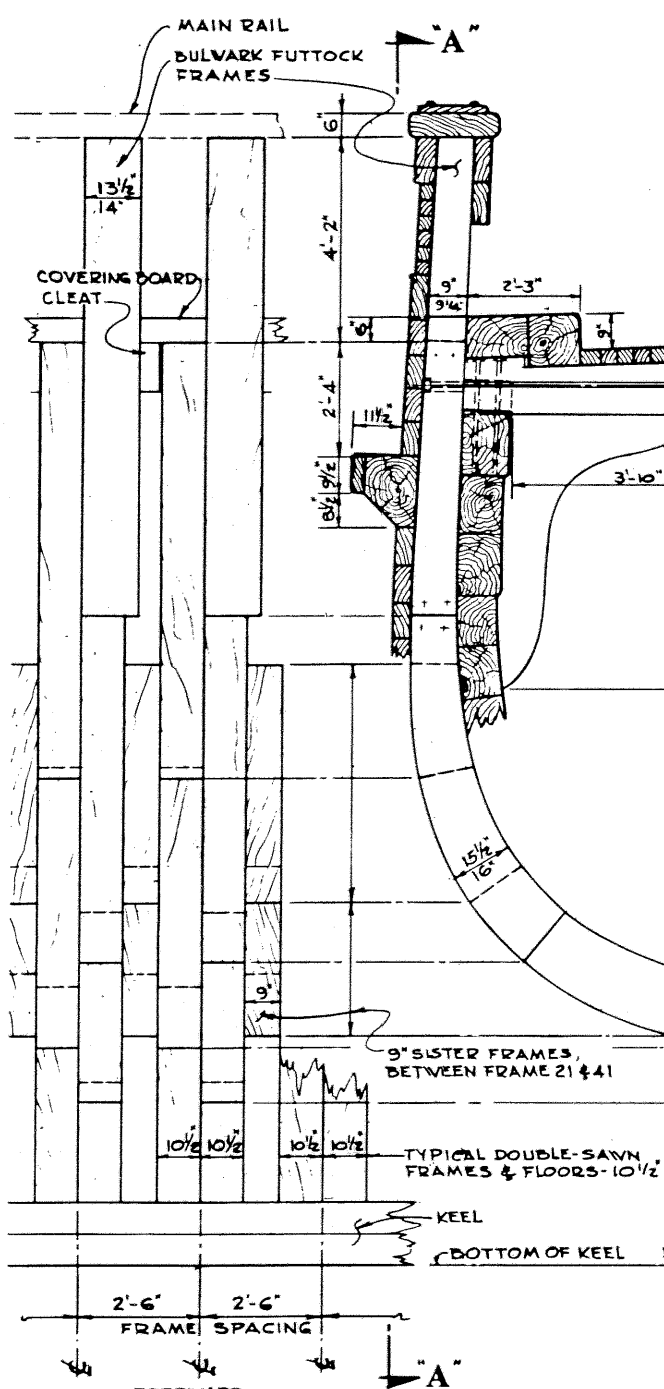
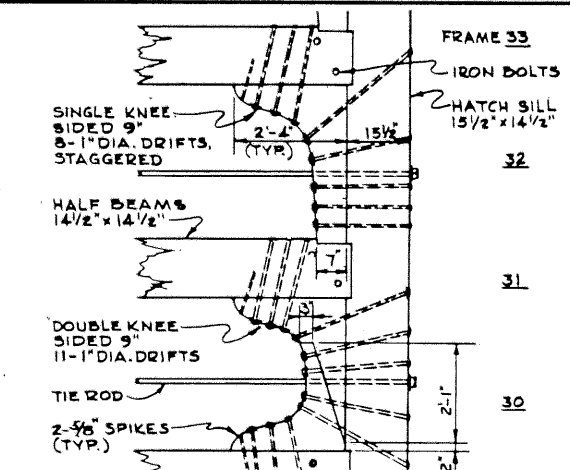
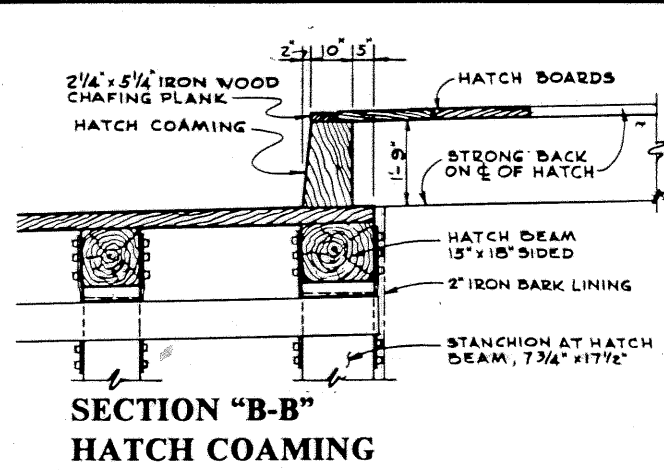
PLAN OF BOAT DECK HOUSE & PILOT HOUSE TOPS



PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PLAN OF BOAT DECK	641
DATE	Historic Structure Report	PCIP PKG. 557
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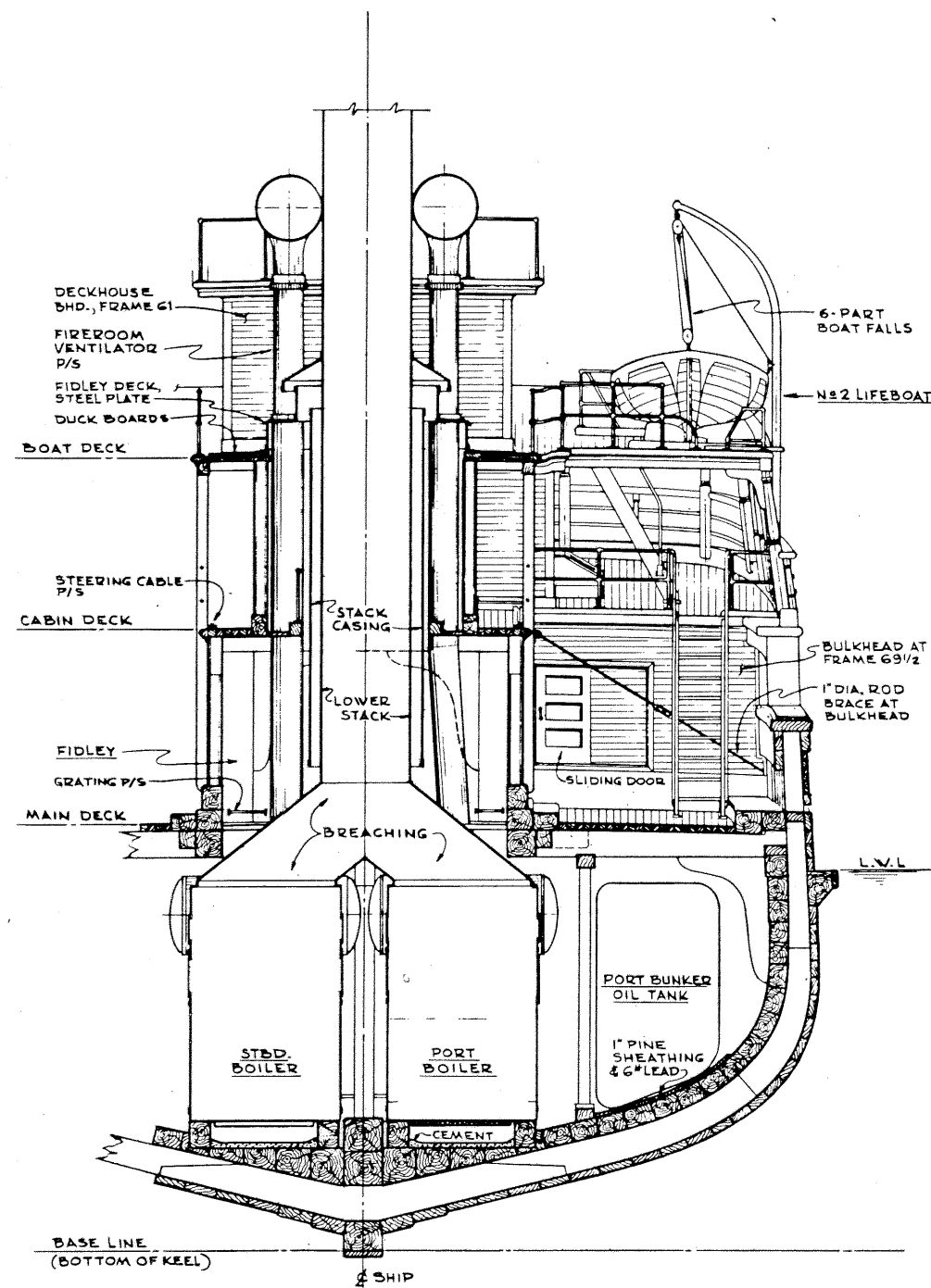
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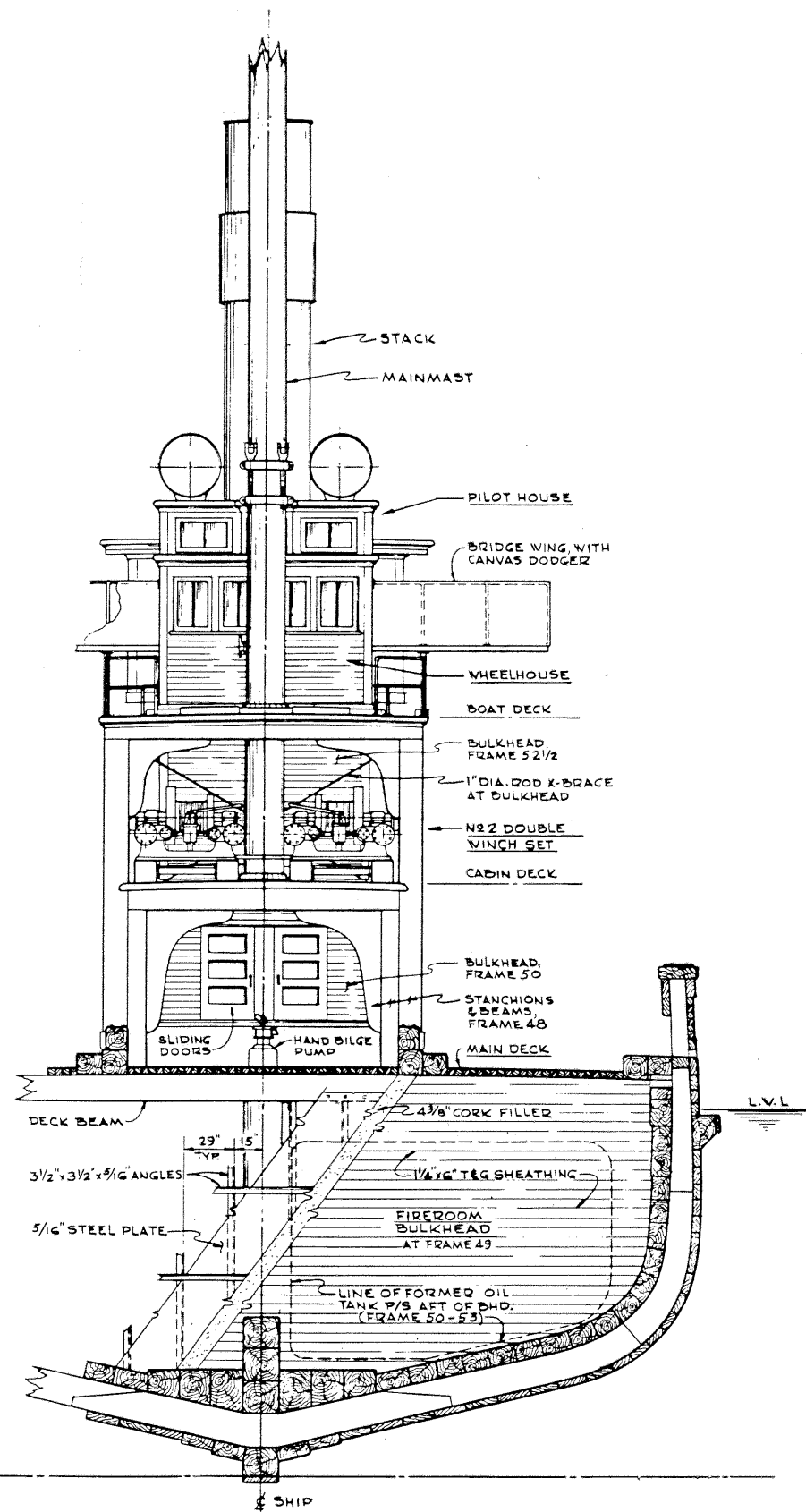
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DRAWN	Steam Schooner WAPAMA	8048
CHECKED	MIDSHIP SECTION	641
DATE	Historic Structure Report	PCIP PKG. 557
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		OF 13

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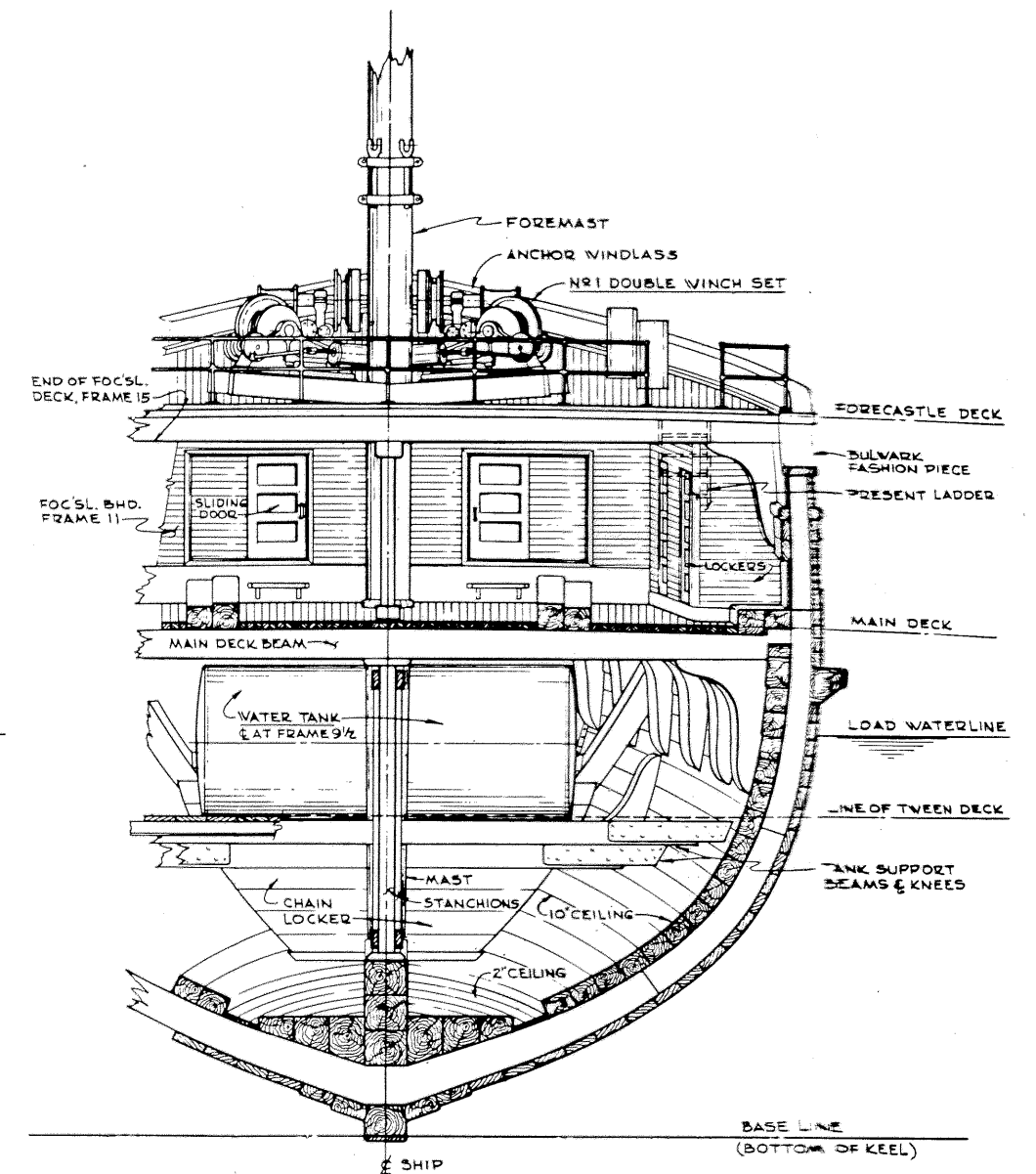
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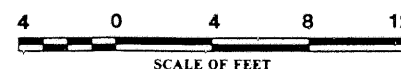
A: SECTION AT FRAME NO 57
PORT LOOKING AFT



B: SECTION AT FRAME NO 47
PORT LOOKING AFT



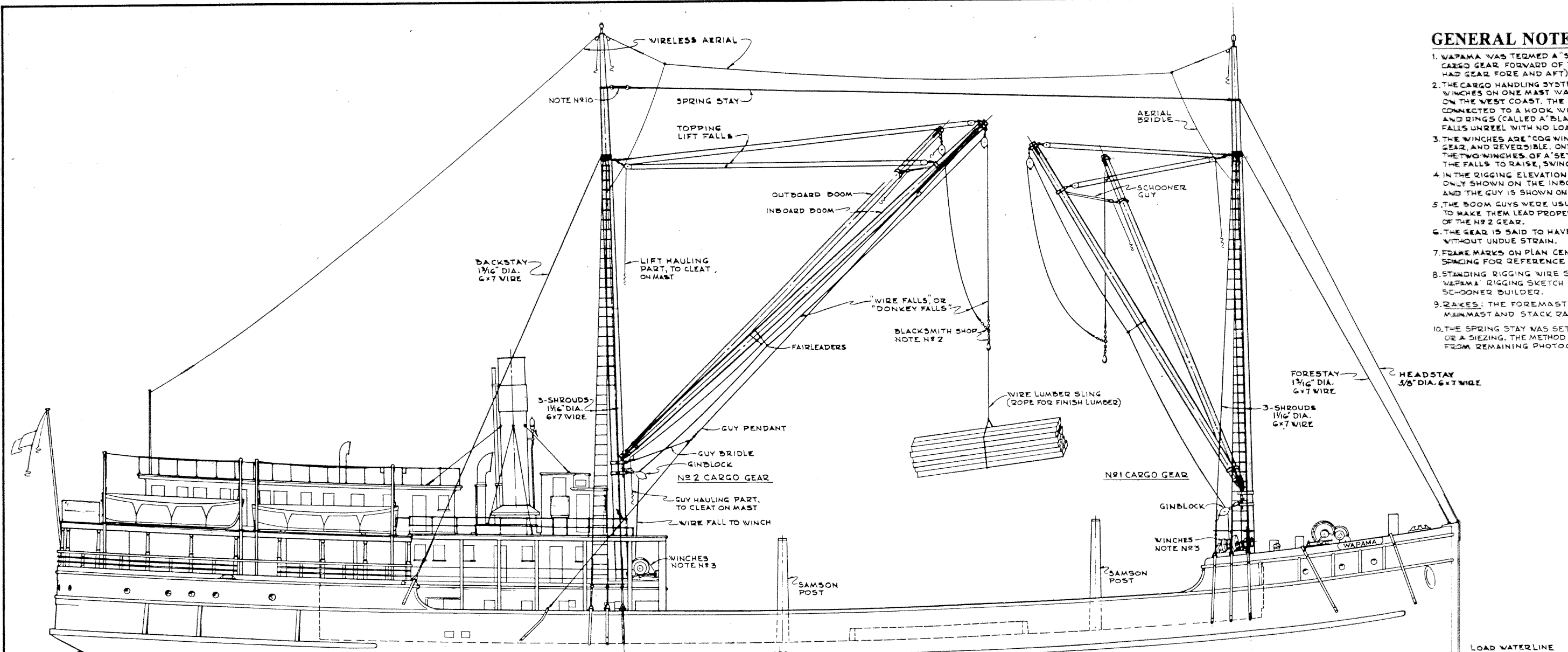
C: SECTION AT FRAME NO 15
STARBOARD LOOKING FORWARD



PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	CROSS SECTIONS	64
DATE	Historic Structure Report	PCIP PKG. 557
		SHEET 12 OF 13

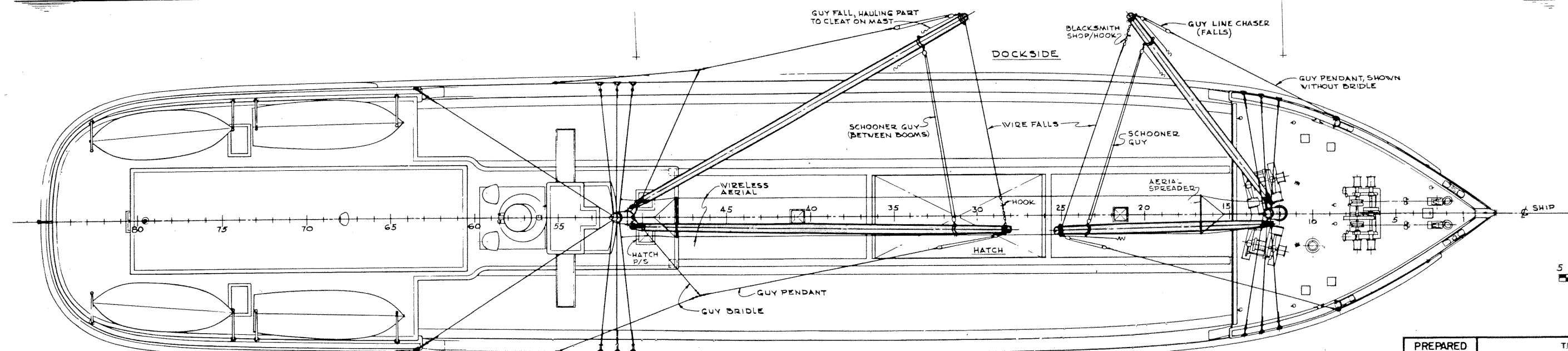
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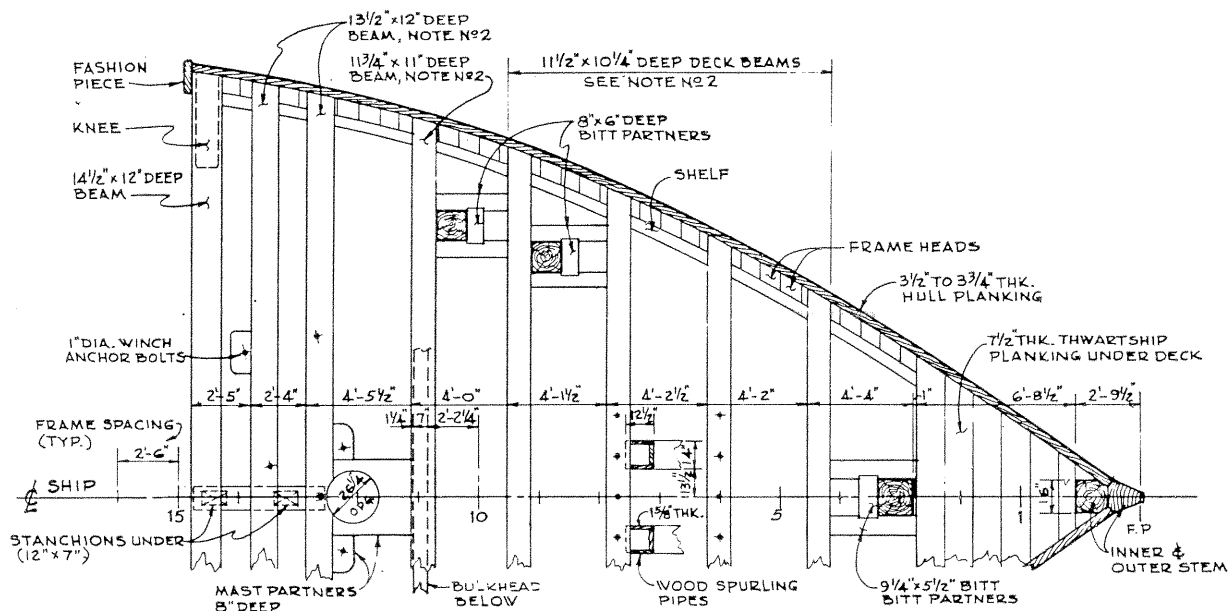
GENERAL NOTES

1. WAPAMA WAS TERMED A "SINGLE-ENDED", HAVING ALL CARGO GEAR FORWARD OF THE STACK, (A "DOUBLE-ENDED" HAD GEAR FORE AND AFT).
2. THE CARGO HANDLING SYSTEM WITH TWO BOOMS AND WINCHES ON ONE MAST WAS TERMED "DOUBLE GEAR" ON THE WEST COAST. THE TWO WIRE FALLS WERE CONNECTED TO A HOOK WITH HEAVY SWIVELS, SHACKLES, AND RINGS (CALLED A "BLACKSMITH SHOP") TO MAKE THE FALLS UNREEL WITH NO LOAD.
3. THE WINCHES ARE "COG WINCHES". THEY ARE ALWAYS IN GEAR, AND REVERSIBLE. ONE WINCH DRIVEN OPERATED THE TWO WINCHES OF A SET, HAULING AND SLACKING THE FALLS TO RAISE, SWING, AND LOWER A LOAD.
4. IN THE RIGGING ELEVATION, THE TIPPING LIFT FALLS ARE ONLY SHOWN ON THE INBOARD BOOMS, FOR CLARITY, AND THE GUY IS SHOWN ON THE NO. 2 GEAR ONLY.
5. THE BOOM GUYS WERE USUALLY SET UP WITH A BRIDLE TO MAKE THEM LEAD PROPERLY, AS SHOWN ON THE PLAN OF THE NO. 2 GEAR.
6. THE GEAR IS SAID TO HAVE HANDLED 6 TO 7 TONS WITHOUT UNDUE STRAIN.
7. FRAME MARKS ON PLAN CENTERLINE SHOW 2'-6" FRAME SPACING FOR REFERENCE WITH OTHER DRAWINGS.
8. STANDING RIGGING WIRE SIZES ARE FROM AN UNDATED WAPAMA RIGGING SKETCH BY DAVID W. DICKIE, STEAM SCHOONER BUILDER.
9. RAKES: THE FOREMAST RAKE IS ABOUT 1 1/2°; THE MAINMAST AND STACK RAKE 2°.
10. THE SPRING STAY WAS SET UP WITH BLOCKS, DEAD EYES OR A SIZING. THE METHOD USED CANNOT BE DISCERNED FROM REMAINING PHOTOGRAPHS.

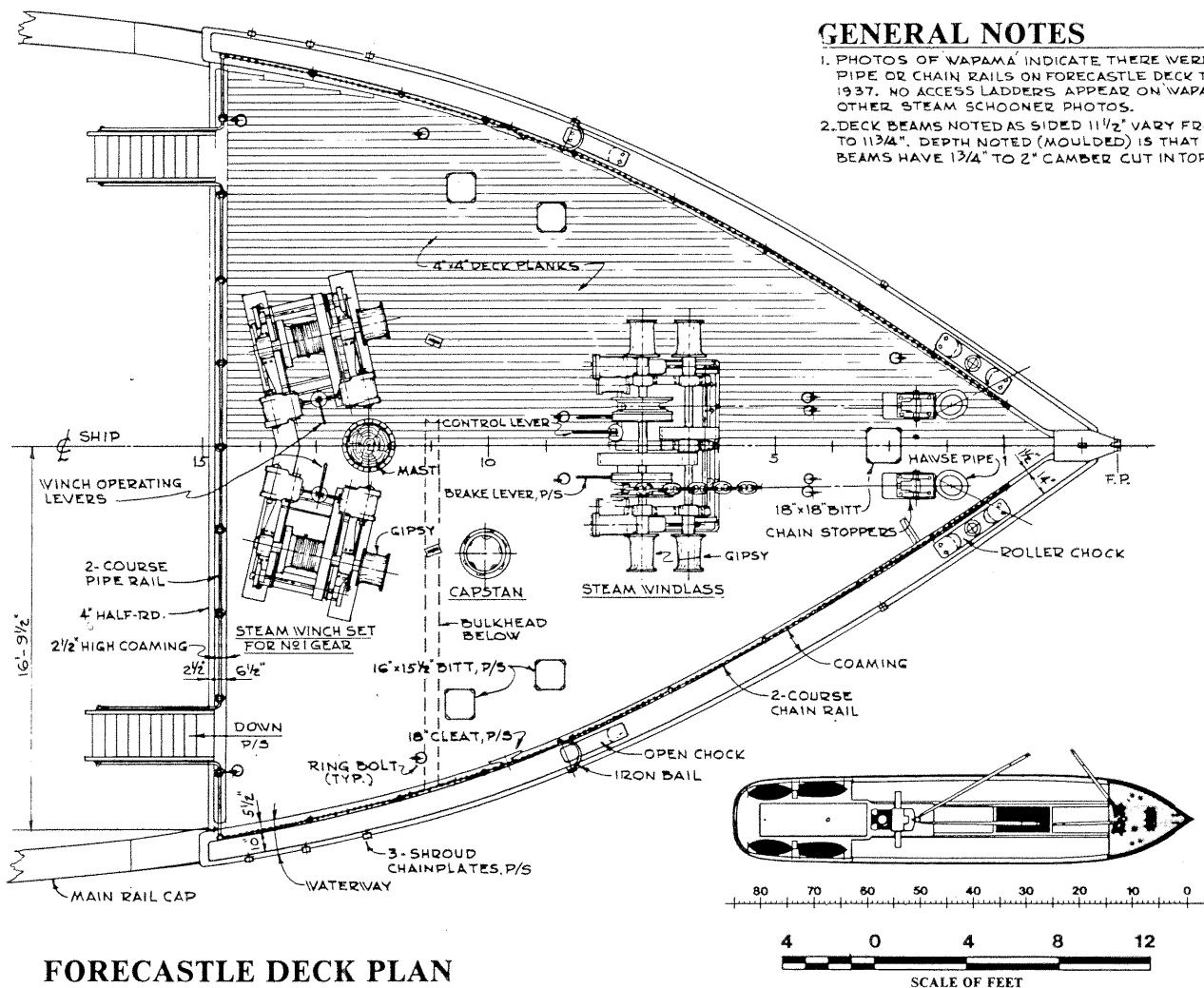


PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	RIGGING ARRANGEMENT	641
DATE	Historic Structure Report	PCIP PKG. 557
		SHEET 13 OF 13

HDC 955



FORECASTLE DECK FRAMING PLAN



FORECASTLE DECK PLAN

GENERAL NOTES

1. PHOTOS OF WAPAMA INDICATE THERE WERE NO PIPE OR CHAIN RAILS ON FORECASTLE DECK THROUGH 1937. NO ACCESS LADDERS APPEAR ON WAPAMA OR OTHER STEAM SCHOONER PHOTOS.
2. DECK BEAMS NOTED AS SIDED 11 1/2" VARY FROM 11 3/8" TO 11 3/4". DEPTH NOTED (MOULDED) IS THAT AT $\frac{1}{4}$. BEAMS HAVE 1 3/4" TO 2" CAMBER CUT IN TOP SURFACE.

PREPARED

DRAWN

CHECKED

DATE

TITLE OF SHEET

Steam Schooner WAPAMA

PLAN OF FO'C'SLE DECK

Historic Structure Report

DRAWING NO.

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641

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PKG.

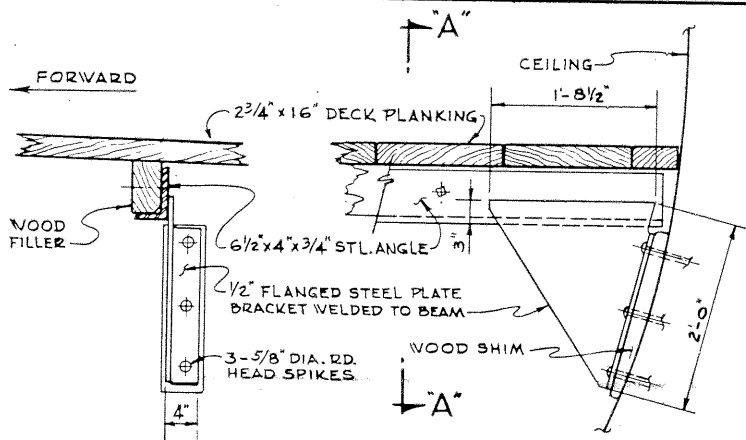
557

SHEET

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OF 13

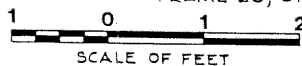
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SECTION "A-A"

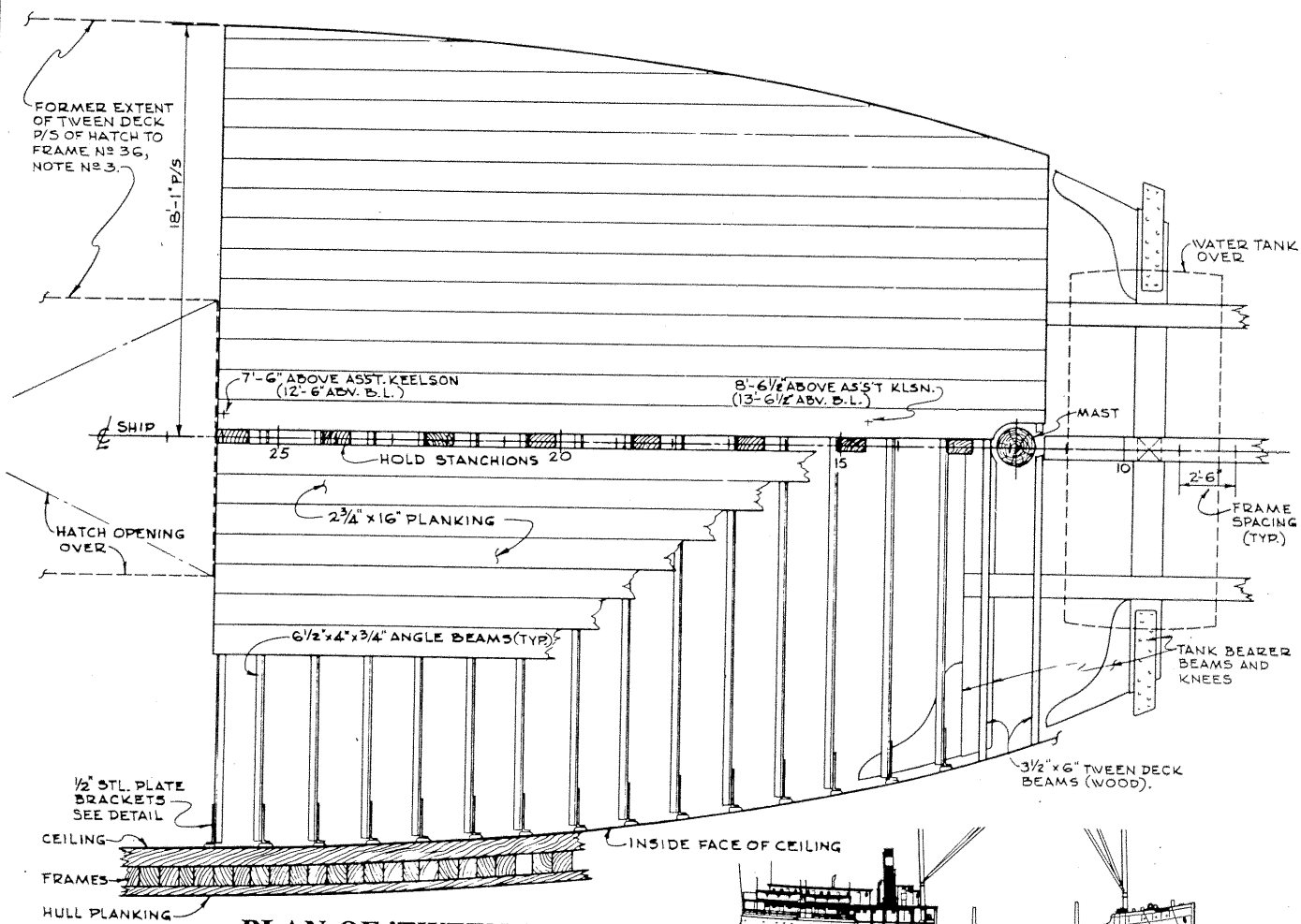
DETAIL OF BEAM BRACKET

FRAME 26, STBD. LOOKING FORWARD

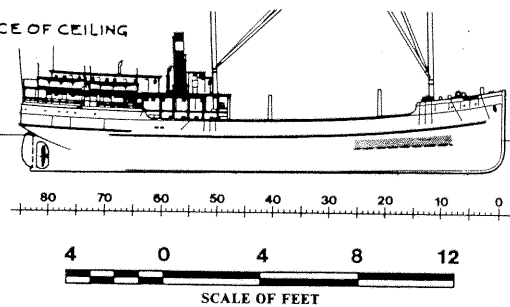
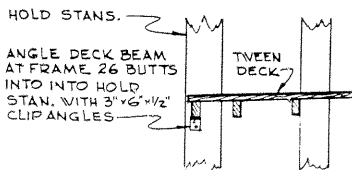


GENERAL NOTES

1. TWEEN DECK WAS ADDED AT A LATER DATE, PROBABLY DURING SERVICE IN ALASKA.
2. DECK HAS STRAIGHT SHEER AND NO CAMBER.
3. EVIDENCE REMAINS THAT TWEEN DECK AT ONE TIME EXTENDED AFT TO FRAME 36 ON PORT & STBD. SIDE OF HATCH OPENING, AND HAD STRONGBACKS AND HATCH BOARDS IN WAY OF MAIN DECK HATCH.



PLAN OF 'TWEEN DECK



PREPARED

DRAWN

CHECKED

DATE

TITLE OF SHEET

Steam Schooner WAPAMA

PLAN OF 'TWEEN DECK

Historic Structure Report

DRAWING NO.

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641

PCIP

PKG.

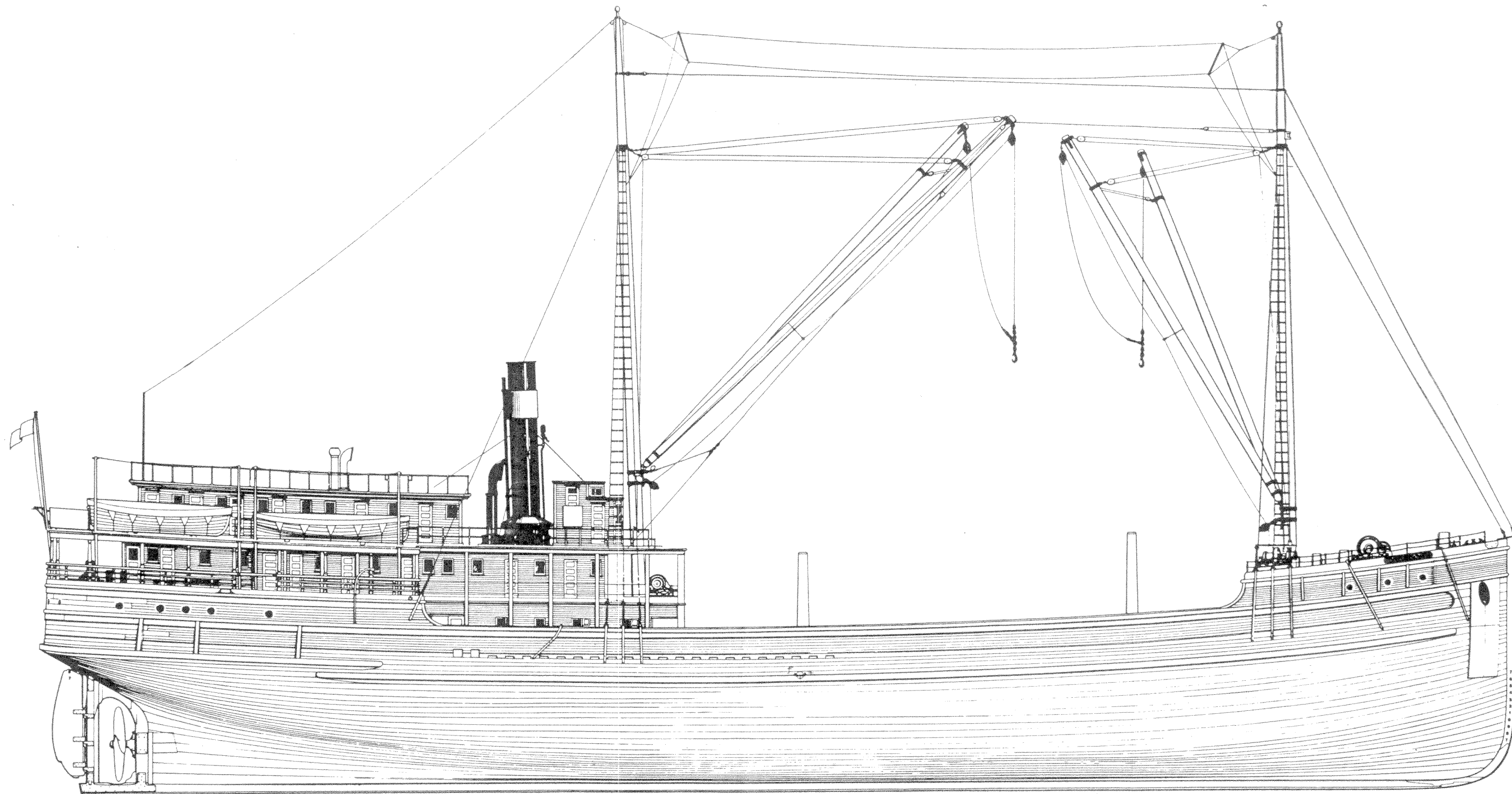
557

SHEET

10

OF 13

HDG 555



0 4 8 12
SCALE OF FEET

PREPARED	TITLE OF SHEET	DRAWING NO
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PROFILE VIEW	641
DATE	Historic Structure Report	PCIP PKG 557
		SHEET 2 OF 13