SHIPS NOS. 638 AND 639.

SPECIFICATION OF LIFEBOATS

20' x 6'-9" x 2'-7.1/4" equals 21 persons.

To Requirements of Board of Trade.

The very best workmanship and materials
to be embodied throughout.

KEELS.

Canadian Elm 4" x 2.3/4".

STEM AND STERNPOST.

British Oak 4" x 2.1/2" at head, 6" x 2.3/4" at heel.

HOG PIECE.

Canadian Elm 4.3/4" x 1".

PLANKING.

Larch, all strakes 5/8" thick, widths at Landings, and widths of planks in accordance with L.S.A. Rules, Paragraph 20. Hood Ends secured with brass screws. All plank nails of copper clenched on rooves.

GUNWALE.

Solid Type Canadian Rock Elm 2" x 2".

SHEERSTRAKE.

Of 11/16" Teak.

TIMBERS.

Canadian Elm 1.1/4" x 3/4" nicely rounded on face, and spaced 6" centres, secured with copper nails clenched on rooves through each plank landing, also clenched through Hog Piece.

APRONS.

Oak moulded 2.1/2" at head.

DEADWOODS.

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Oak moulding at throat not less than depth of keel plus 1", and rabbit to give at least 3" faying surface.

KEELSON.

Oregon Pine 4" x 3" laid at top of timbers through bolted to keel with 1/2" galvanised bolts spaced to Board of Trade requirements.

THWARTS.

Selected Oregon Pine 5 in number 8" x 1.3/8", mast thwart increased to accommodate mast.

SIDE BENCHES.

Of Oregon 1" thick, laid in narrow strips beaded on edges, and side fastened to each other as well as thro' each thwart with knees on top.

THWART KNEES.

Galvanised wrought iron to Board of Trade requirements, single knees on each beam 1.1/4" broad, through bolted with galvanised bolts to gunwale and thwarts.

LOWER CROSS SEATS.

Oregon 8" x 1.1/2".

RUBBERS.

Canadian Elm 1.1/4" x 1.1/4".

RISINGS.

Oregon Pine 3" x 1" secured to every timber with Brass screws.

BILGE STRINGER.

Oregon Pine 3" x 3/4" secured to every timber with Brass screws.

BOTTOM BOARDS.

Of Larch 5/8" thick arranged as required.

TANK CLEADING.

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Of White Pine 5/8" T & G, arranged standards under thwarts 1.1/2" arranged in portable shutters between thwarts.

RUDDER AND FASTENINGS.

Of Elm 1" thick, cheeks at top 5/8" thick.
Plank Landings 13 s'w'g copper.
Risings, Gunwales, Hood Ends and Timbers 11 s'w'g.
Bolts through frame 5/8" galvanised with nuts on points.

RING BOLTS.

Galvanised wrought iron.

LIFTING HOOKS.

Ferguson's Patent Disengaging Gear to be fitted.

PAINTING.

Boats to be painted inside and out. 3 coats.

BUOYANCY TANKS.

Of Copper, with 1/2" test Plugs to American Laws.

STEM, & HEEL, BANDS, ALSO RUDDER GUDGEONS & PINTLES.

Of Galvanised Mild Steel.

SPECIFICATION OF OUTFIT.

AS INCLUDED FOR IN LIFEBOATS OF 638 & 639 SHIPS.

6 - 13' Ash Oars for Rowing.

1 - 14' Ash Oar for Steering.

1 - Steering Grommet.

1.1/2 Sets of Galv. Rowlocks with securing chains.

1 - Mast and Yard.

1 - Set of Sails.

1 - Boathook.

1 - Bucket.

1 - Bailer.

1 - Tin of Red Lights and Matches.

1 - 6" Brass Globe Lamp.

1 - Galv. Bread Tank with Key.

1 - Galv. Water Tank with Dipper.

1 - Brass Binnacle Compass.

1 - Set of Lifelines becketted round boat.

1 - Set of Ridge Pole and Stays for Canvas Cover.

1 - Set of Drain Sockets with Corks and Chains.

1 - Rudder and Tiller.

1 - 1 Gall. Tin of Storm Oil.

1 - 1 Gall. Tin, illuminating oil.

1 - Painter.

2 - Lifejackets.

2 - Hatchets.

2 - Enamelled Drinking Cups.

1 - Canvas Bag containing Sailmaker's palm and needles, sail twine, marline, and marline spike.

1 - Sea Anchor with drag line and tripping line.

1 - Oil Bag.

-- S P E C I F I C A T I O N S --

PRINCESS ELIZABETH'S and PRINCESS JOAN'S SHAFTS.

THIS SPECIFICATION is for alterations to shafts of PRINCESS ELIZABETH and JOAN, and is to cover the furnishing of all necessary labour, material and/or equipment to complete the items of work outlined in same, unless otherwise specifically directed.

ALL repairs, alterations, and/or betterments, specified herein, are to be carried out, and completed by the Contractor to meet the requirements of the Owners' Representative and the Canadian Government Steamship Inspection Service. All workmanship and/or material is to be of the best quality, and any dispute or difference of opinion as to the interpretation of this Specification, or any part thereof, and also regarding the quality of material and/or workmanship, shall be left to the decision of the Owner, or his accredited Representative, whose decision shall be final and binding on all parties.

From the time this Contract becomes effective, until the completion of the same, the Contractor shall be responsible for and pay all expenses of lighting, water, towage, docking, crane service, and compressor service, as required.

While the vessel is undergoing repairs or alterations, under the control of the Contractor, he shall be held responsible, for, and make good, at his expense, any and all damage of whatsoever nature, and/or loss to the vessel, and/or its equipment, and/or its movable stores, exdept where the Contractor can affirmatively show that such loss or damage is due to causes beyond his control, and which

by the exercise of reasonable care he was unable to prevent.

The Contractor is to fully protect the vessel and the Owners by maintaining such insurance as will protect him from claims under Workmen's Compensation Act, and he or the Owner from any claim from damage or personal injuries, including death, which may arise from operations under this Contract, whether such operations be by himself, or by any Sub-Contractor, or by the Owner, or anyone directly, or indirectly employed by either or one of them.

TENDERS are requested for the following work:

TIME required to accomplish the work ready for the ship, and TIME required in Dock to complete the work.

COUPLINGS:

Forged steel long muff couplings will be supplied to sketch, finished to fit tube shafts, and tail shafts, as indicated. Couplings will be in halves, and truly fitted to shafts, and to recesses in shafts, these recesses will be to size indicated, and have corners of 1/16 radius.

BOLTS:

Bolts will be fitted bolts, of size, as per drawing. There will be two-7/8ths diameter tapped holes for starting screws in each half coupling. A perfect fit must be made of these couplings, to shafts, and also the two halves to one another. Keys must be accurately fitted.

BRACKETS:

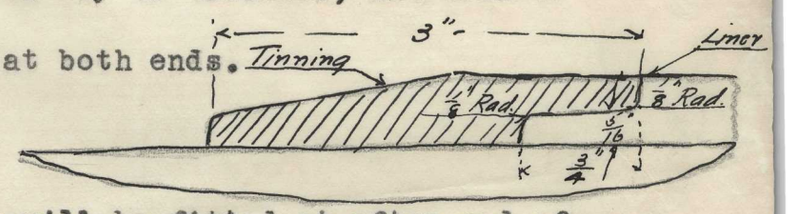
Four cast steel brackets will be supplied and fitted to hull, as and where directed, with boss of bracket to size on drawing, and true to bore for shafts.

BUSHES:

Brass bushes will be fitted in halves to boss, and will be on a taper, so as to be re-drawable, and will be lined with Ligmun Vitae, working on a brass liner shrunk on to the shaft in way of brackets and eddy plates.

LINER:

Brass liner, to size as per drawing, will be shrunk on to the tail shafts, in way of brackets, and will be tinned, as per sketch, at both ends.



EDDY PLATES:

Eddy plates will be fitted at after end of brackets, and the brass liner on shafts will extend beyond eddy plates.

HULL:

The hull will be stiffened according to drawing in way of brackets, having all necessary angle bolts and lugs as required.

SHAFTS:

The four altered tube shafts, will be supplied to the successful Tenderer, about November 20th. The present tail shafts will be supplied to the successful Tenderer, by the B.C.Coast Steamship Service, immediately. The Tenderer will remove them, from where they now lie, to their Yard. These shafts will be cut to make new tail shafts, and will have liner shrunk on and recesses and keyways fitted for muff couplings as shown. Shafts will be cleaned to

SHAFTS: (Continued)

receive liners. The four shafts which came out of the ships will be treated as follows:-

Two will be made into tube shafts, and two into tail shafts, having brass liners shrunk on shaft, as per drawings. Shafts, muff couplings, and brackets, will be treated against corrosion as directed.

COVER PLATES:

Cover plates, in halves, will be fitted from hull over muff couplings, and on to brackets, as indicated.

Tenderers must supply and fit everything, except the four present tail shafts, and the four tube shafts, as herein mentioned, and must complete the work to the entire satisfaction of the Owners' Representative, and the Canadian Government Steamship Inspection Service.

Tenders will be made up as promptly as possible, and mailed to Captain C.D.Neroutsos, at Victoria. The lowest or any Tender not necessarily accepted.

Contractor. Owners' Representative.