



U.S. Coast Guard Historian's Office

Preserving Our History For Future Generations

SPECIFICATIONS FOR SIX SCHOONERS FOR THE U.S. REVENUE SERVICE UNITED STATES TREASURY DEPARTMENT, SEPTEMBER 6, 1848ⁱ

SPECIFICATIONS

The keels of white oak, to side ten inches, and to be twelve inches deep below the rabbet. The whole of the floor timbers to be of white oak, and their shape to be of natural growth.

Kelsons, of same materials, ten by twelve inches. Every alternate floor timber to be bolted with copper bolts three-quarters of one inch thick. The remaining floor timbers to be fastened through the keel and kelson with copper bolts seven-eighths of one inch thick.

Deadwood, of white oak; Apron, Knight Heads, and Transoms, of live oak, and both to be fully and securely fastened with copper bolts seven-eighths of one inch thick.

Frames of white oak, to be placed two feet apart from centre, to mould twelve inches at the heel and six inches at the head, and to side eight inches. Each futtock of same materials as floors; the shape to be of natural growth, and to scarf not less than four feet. Top timbers to be of live oak, locust, and cedar, and the frame to be solid from aft as far as the poop deck extends, and forward from the fore rigging. Bulwarks to be solid forward of the free rigging, and to be planked inside and out with two-inch white oak plank. The remaining portion of the bulwarks to be single, and of two-inch white pine plank, and the whole of the deck, bulwarks, wales &c to be plugged.

Stanchions to be of locust, perfectly clean and sound, and to side seven inches.

The bottom to be planked with the best white oak plank, three inches thick. Wales of like materials, four inches thick, and to diminish to the thickness of the bottom. The bottom to be fastened with two composition spikes, seven inches long, and two locust treenails in each frame, and to be butt bolted throughout with copper bolts five-eighths of one inch thick, and four strakes on the bilge to be fastened with copper bolts three-quarters of one inch thick, and not less than four feet apart.



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The ceiling to be of yellow pine, two inches thick, except four bilge strakes, which are to be of oak, four inches thick, and to be fastened with two spikes in each frame.

Clamps to be in two strakes of yellow pine, four inches thick and twelve inches wide, and each strake to scarf six feet on each side, with two bolts three-quarters of one inch thick in each frame and strake.

Deck frame to be of yellow pine; beams to mould six inches on the ends and nine inches in the centres, and to side not less than ten inches, with carlines at proper intervals. To be thoroughly secured with lodge and bosom knees, and hanging knees under each alternate beam. The whole to be thoroughly fastened, and no root knees will be admitted. Waterways to be of white pine, nine by thirteen inches, and to be thoroughly fastened to the beams and side.

The main deck to be of white pine, free from knots and shakes, three inches thick and six inches wide, except three strakes on each side, nearest the waterways, which will be of the same materials and width, but four inches in thickness, which three strakes will be let into the beams and carlines, and bolted through the side and waterways with bolts five-eighths of one inch thick, and not less than four feet apart. Main deck to be fastened with two six-inch iron spikes in each beam and strake, and one in each carline.

Hatch and mast combings to be of mahogany, covered with composition plates on the top and corners.

Plank shear and main rail of oak or yellow pine four inches thick.

Hammock rail and nettings to be finished in the usual manner. Full poop deck, flush with the main rail, and with a cockpit aft. Beams of poop deck of white pine, and deck of like materials two and one-half inches in thickness; and the whole to be securely knee's and fastened to the frame.

Forecastle deck to extend to the bowsprit bits. Berth deck to be of white ash, and laid in hatches, and furnished with all necessary fastenings. The copper fastenings of the bottom to be carried one foot above the load line. The whole to be well caulked, paid and scraped inside and out; the bottom to be planed, and all the wood and iron work to be covered with three coats of best paint.

The bottom first to be covered with patent felt, and coppered to the load line with pure sheathing copper, properly distributed, from eighteen to twenty-eight ounces to the square foot. To furnish all the spars of every description, fully fitted, and placed in their proper positions. The lower



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masts to be of white pine, and the residue of the spars from spruce, free from knots, and of such dimensions as may be hereafter given. To furnish all the iron, brass, and plumber's work (including two patent water closets) in any way connected with the hull, spars, blocks, and rigging, with the exception of anchors, chains, water tanks, and armament. To furnish and fit up on board of each vessel two copper pumps, similar to those manufactured by A.J. Allaire & Co., of New York, with two complete sets of gear, and extra boxes. To furnish all the blocks, with iron work complete. All blocks of greater dimensions than seven inches to be plank blocks, and provided with friction rollers; and all of less size with iron pins and bushes. To furnish a capstan, steering apparatus, and six patent side lights of the best description. To furnish the materials, fastenings, &c usual on board of revenue vessels, and execute every description of work usually denominated joiner's work, and in any manner connected with the vessels, except that of the cabin, wardroom, and steerage below the deck. In fact, furnishing all the materials necessary, execute all the before mentioned work in a faithful manner, and to the satisfaction of the superintendent; and deliver the vessels afloat in a safe harbor on the Atlantic, fully finished, furnished, and equipped, with the exception of sails, rigging, chains, anchors, water tanks, armament, camboose, nautical instruments, cabin and wardroom furniture, boats, and joiner's work of cabin, wardroom, and steerage....

JOINER'S WORK

To furnish all the materials, fastenings, &c of the very best description, and execute all the joiner's work connected with the cabin, wardroom, and steerage below the deck. The berths to be open fronts, with drawers underneath. The berth and drawer fronts, pilasters, caps, &c, in cabin and wardroom, to be of black walnut, and the residue to be of white pine, well seasoned, and perfectly free from knots. All the pine wood work of the cabin and wardroom to be covered with three coats of best English white-lead; the last two coats to be well pumiced down, and all the work covered with three coats of copal varnish. The steerage to be painted with three coats of white-lead. Two berths in the cabin, four in the wardroom, and three in the steerage. To furnish a mahogany extension table for the cabin, and one for the wardroom. To provide all such pantrys, lockers, &c as are usual on board of revenue vessels. Also companion ladders of mahogany....

BOATS

To furnish all the materials, construct, and deliver at such port or ports on the Atlantic coast, four New London Whale-boats, twenty-four feet long, and four square stern cutters of the same length.... Said boats must be built of the very best white oak and cedar. The gunwales without scarf, and the



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timbers of natural crook or bent in. To be copper fastened throughout, and furnished with two sets of oars, fitted complete; two boat-hooks, yoke and oarlocks of brass.

The whole to be finished in the best manner, and covered with three coats of lead-colored paint, and in all respects satisfactory to the superintendent. Payment will be made on delivery.

SAILMAKER'S WORK

To furnish the best materials of bolt rope, twine, composition thimbles, reef-points, &c. Infact, to furnish all other materials except the cloth, and to make all the sails usual on board of a revenue vessel carrying a foretopsail and topgallant sail, with hatch tarpaulins, quarter, main, and forecastle deck awnings. Awnings for two quarter boats; mast coats, forty hammocks, and twenty cloth's bags; binnacle and wheel covers; and execute all work denominated sailmaker's work; and deliver the same at such port on the Atlantic coast....Payment will be made on delivery.

All the work to be executed in such manner as shall be directed by the superintendent. But no departure from the original plans and models will be permitted unless the previous sanction of this Department is obtained; and no extra bills of any nature whatever, beyond the amount of the contracts, will be allowed.

Offers will be received for the shipwright's, boatbuilder's, joiner's, or carpenter's work for each vessel, separately or for the whole, provided sufficient sureties are given.

McCLINTOCK YOUNG

Acting Secretary of the Treasury

¹Transcribed from *Daily National Intelligencer* (September 6, 1848) & published as "Appendix One" in James P. Delgado; Larry Murphy & Roger E. Kelly, Ph.D., *Shipwreck Survey of a Portion of Ocean Beach Golden Gate National Recreation Area San Francisco, California to Locate the Remains of the United States Revenue Cutter C. W. Lawrence* (Number Two in the Golden Gate National Recreation Area Maritime Archeological Publication Series); San Francisco, CA: United States Department of the interior, National Park Service, Golden Gate National Recreation Area, February, 1984; pp. 45-48.