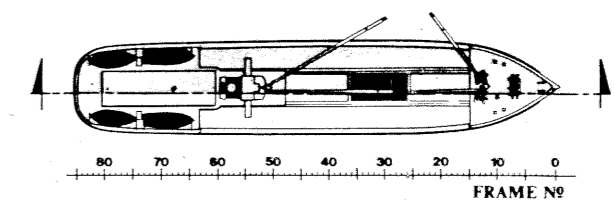
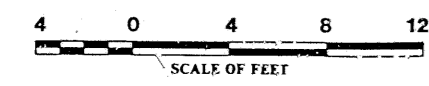
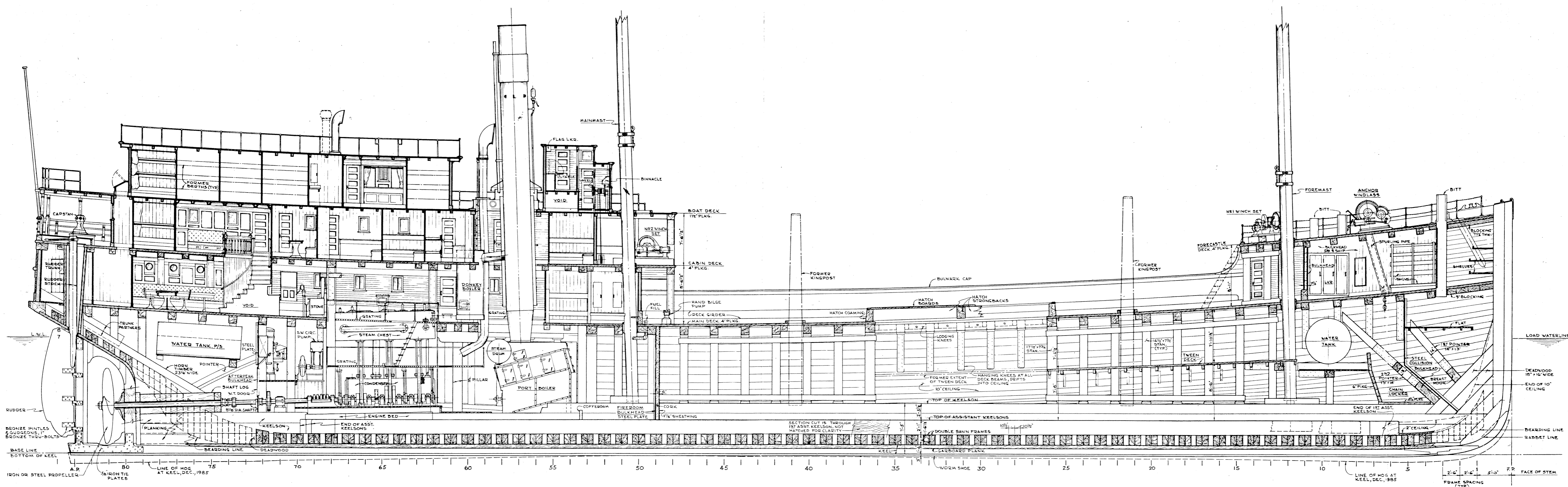


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PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	OUTBOARD PROFILE	641
DATE	Historic Structure Report	PCIP SHEET 3 OF 13

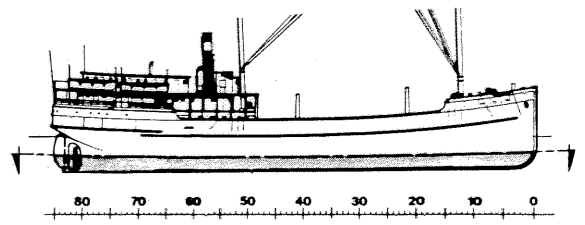
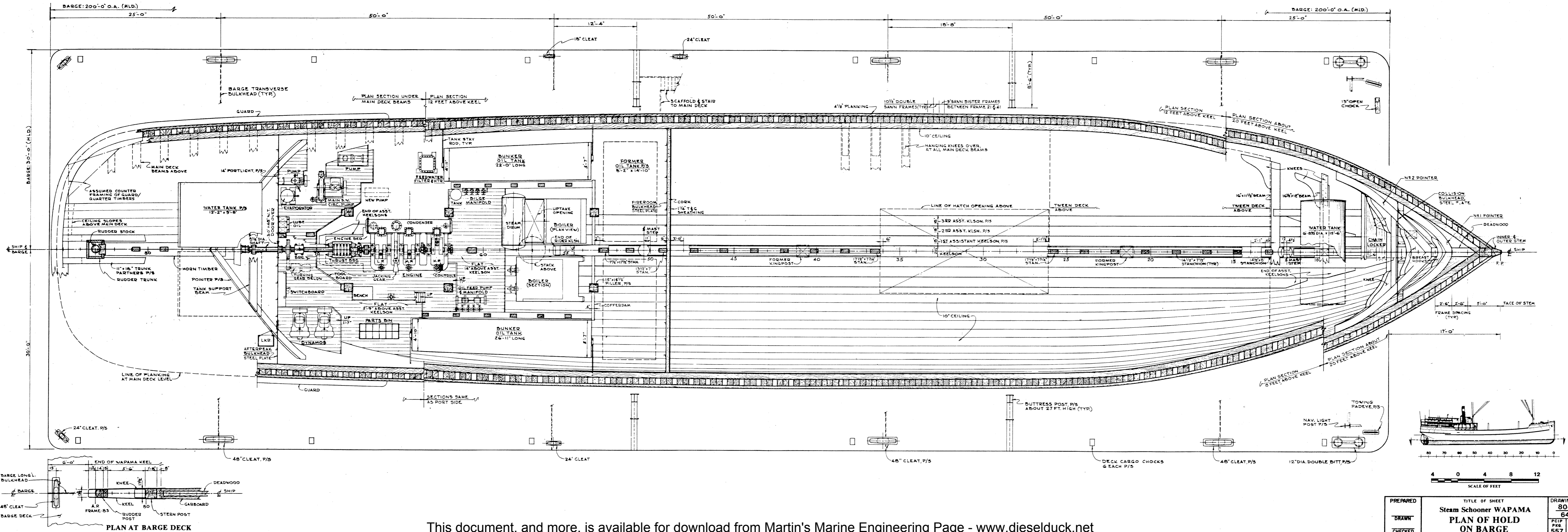
HDC 555



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

HDC 555



SCALE OF FEET
4 0 4 8 12

PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PLAN OF HOLD	641
DATE	ON BARGE	5
	Historic Structure Report	OF 13

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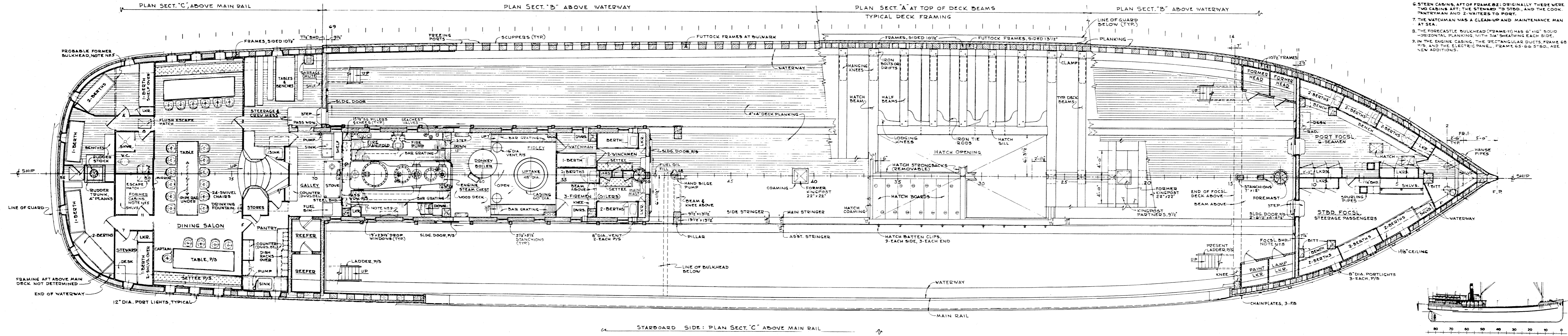
HDC 555

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
 3 - ABLE SEAMEN
 1 - WATCHMAN
 CHIEF ENGINEER
 1ST AND 2ND ASST. ENGINEER
 3 - FIREMEN (OILERS)
 STEWARD
 COOK
 PANTRYMAN
 2 - WAITERS
 27 - TOTAL CREW

GENERAL NOTES

- NOTATIONS BELOW CONCERNING ORIGINAL ACCOMMODATIONS, ETC. ARE FROM K. KORTUM INTERVIEW WITH NEILS RONDBERG, 1959.
- FORECASTLE: PORT FOCSL. HAS BEEN RESTORED AS FOUND, BUT ORIGINALLY ACCOMMODATED 8 SEAMEN. STBD FOCSL. IS NOT RESTORED. NUMBER OF STEERAGE PASSENGERS WAS VARIOUSLY STED FROM 12 TO 22.
- 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.
- 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 TOWARDSHIP 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.
- 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).
- STERN CABINS AFT OF FRAME 82: ORIGINALLY THERE WERE TWO CABINS AFT, THE STEWARD TO STBD, AND THE COOK, PANTRYMAN AND 2-WAITERS TO PORT.
- THE WATCHMAN WAS A CLEAN-UP AND MAINTENANCE MAN AT SEA.
- THE FORECASTLE BULKHEAD (FRAME 11) HAS 6" X 16" SOLID HORIZONTAL PLANKING WITH 3/4" SHEATHING EACH SIDE.
- IN THE ENGINE CASING, THE RECTANGULAR DUCTS, FRAME 68 P/S, AND THE ELECTRIC PANEL, FRAME 65-66 STBD, ARE NEW ADDITIONS.



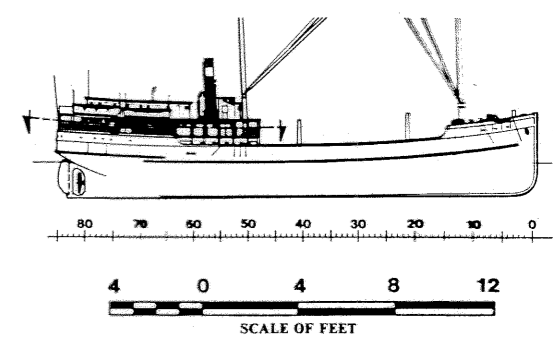
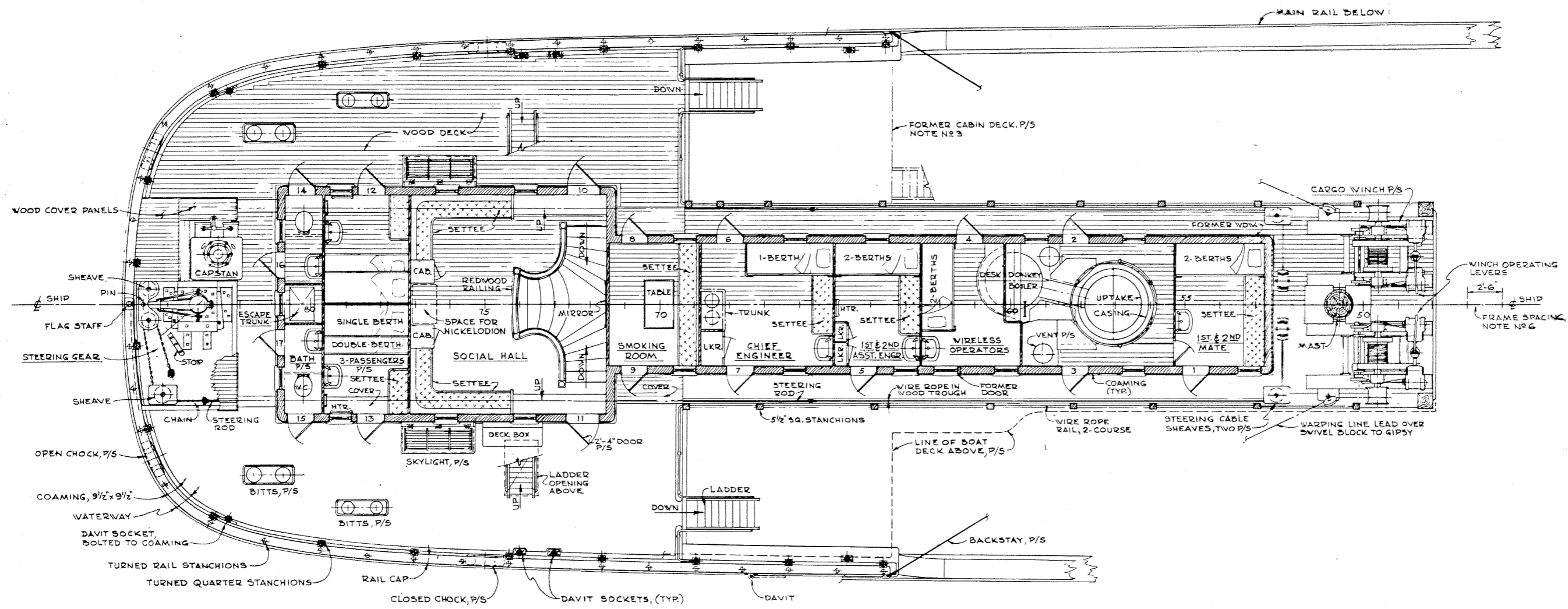
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PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PLAN OF MAIN DECK	641
DATE	Historic Structure Report	PCIP PKG. 557 SHEET 6 OF 13

HDC 555 PPS

GENERAL NOTES

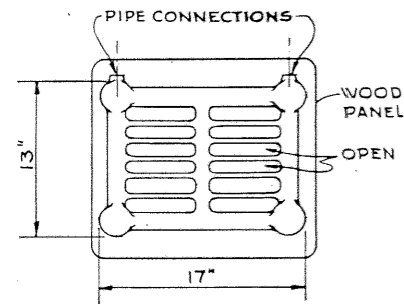
1. NUMBERS NOTED AT DOORS REFLECT EXISTING DOOR NUMBER LABEL PLATES ON SHIP. TYPICAL DOORS ARE 1'-10 1/2" x 5'-8 1/2".
2. FIRST CLASS PASSENGERS ON CABIN DECK: 6. PASSENGER CABIN (NO 12 & 13) FURNISHINGS ARE SAME AS ON BOAT DECK (SEE SHEET NO 7, NOTE NO 2) EXCEPT FOR BERTHS AND SETTEE.
3. PHOTOS SHOW THAT CABIN DECK EXTENDED TO BREAK OF BULWARK WITH LADDER INBOARD FROM CIRCA 1931 TO AFTER 1937.
4. BATHROOMS AFT (FRAME 30-81): 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.



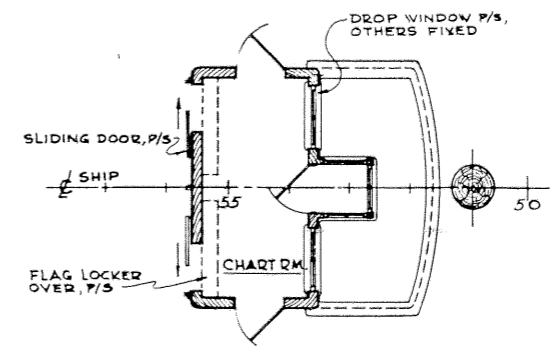
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PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PLAN OF CABIN DECK	641
DATE	Historic Structure Report	PCIP PKG. 557
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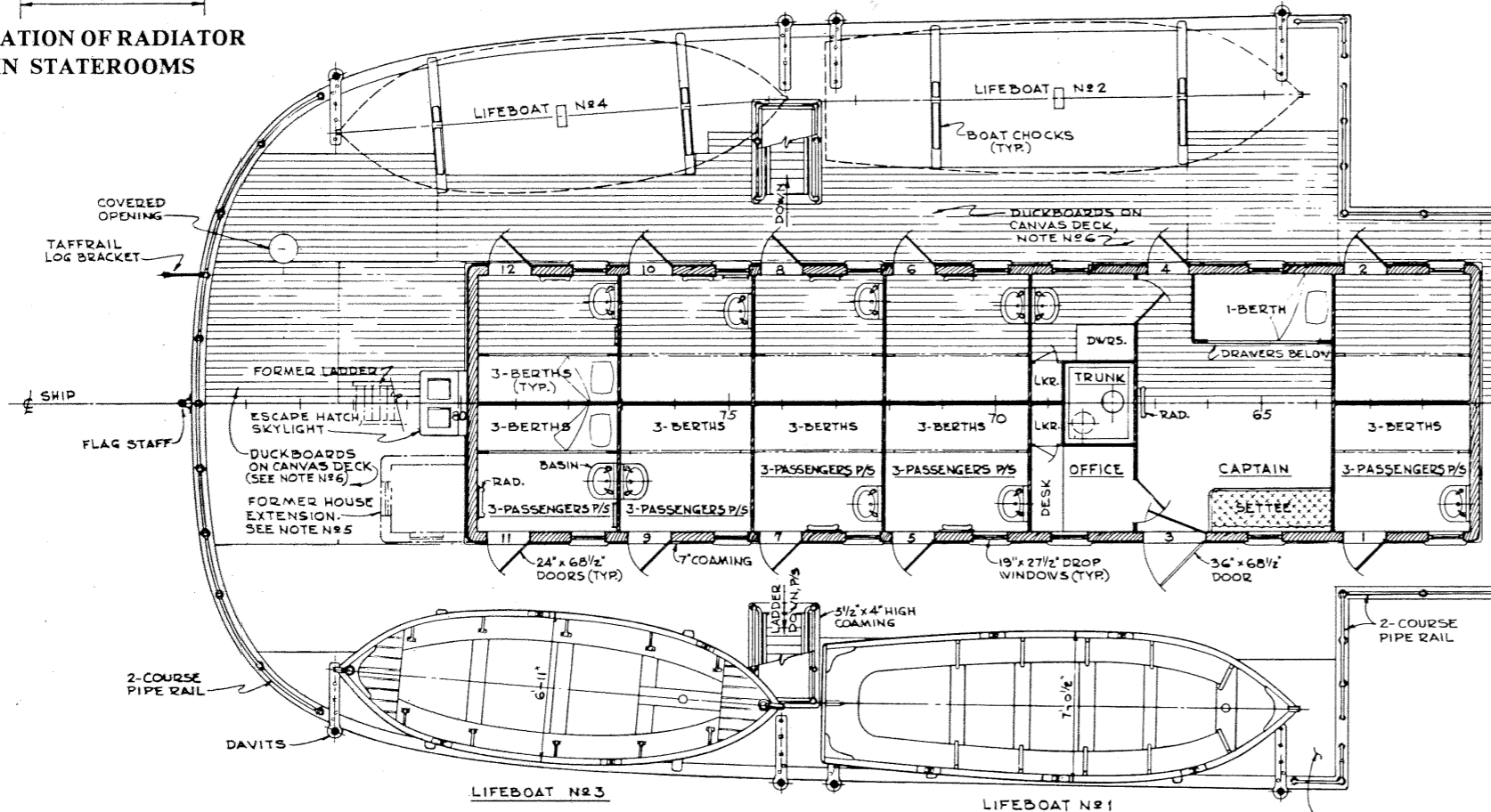
ELEVATION OF RADIATOR IN STATEROOMS



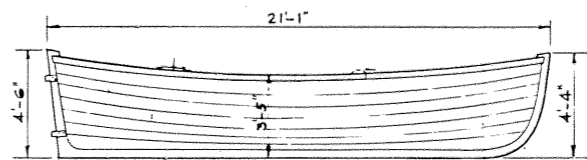
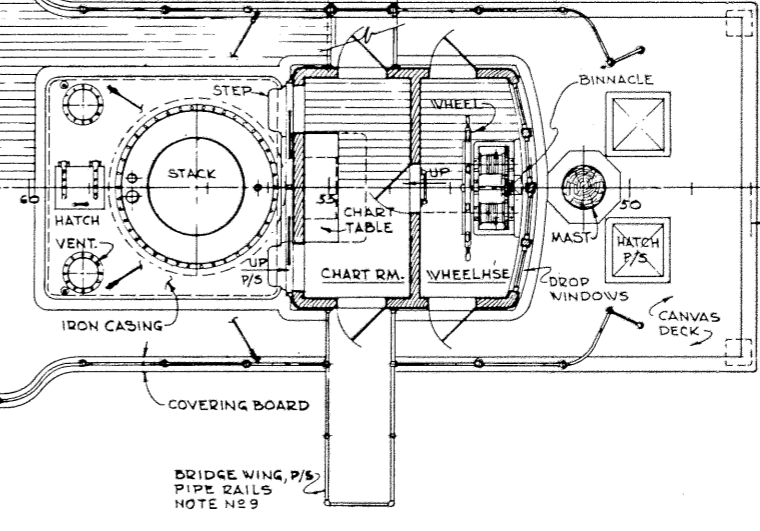
PLAN OF UPPER PART OF PILOT HOUSE

GENERAL NOTES

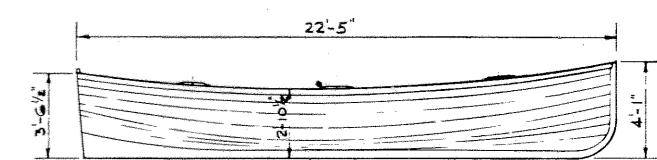
1. NUMBERS NOTED AT DOORS REFLECT EXISTING DOOR NUMBER LABEL PLATES ON SHIP.
2. CABINS NO. 11 AND NO. 12 HAVE BEEN RESTORED. THE 3-HIGH BERTHS ARE THE ONLY PASSENGER BERTHS REMAINING ON THE BOAT DECK. THE PORCELAIN WASH BASIN AND SMALL STEAM HEATER ARE HISTORIC. THERE IS A MIRROR AND WOOD SHELF ABOVE 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 NO. 7.
5. FROM INTERVIEW BY K. 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 1 1/2" T&G DECK.
7. LIFEBOATS: BOAT FALLS HAD TRIPLE BLOCKS WITH HAULING PART COILED DOWN IN TUBS. BOATS NO. 1 & NO. 2 ARE WOOD CONSTRUCTION. BOATS NO. 3 & NO. 4 HAVE RIVETED SHEET METAL PLANKED HULLS WITH WOOD THWARTS & TRIM. ALL BOATS HAVE 12" DIA. FLOATATION TANKS UNDER THE SIDE BENCHES, AND NO. 3 & 4 HAVE FITTED TANKS UNDER THE BOW 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

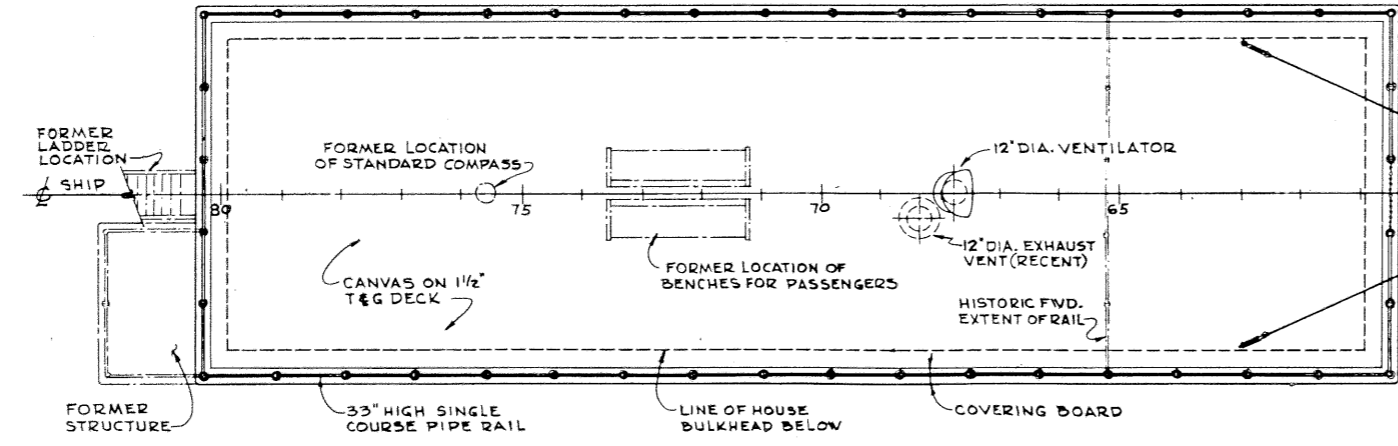
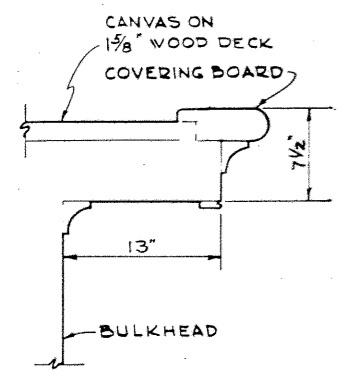


ELEVATION OF NO. 3 & NO. 4 BOAT

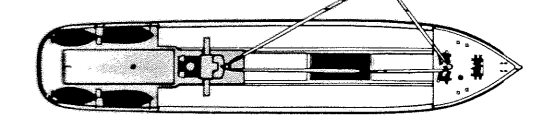
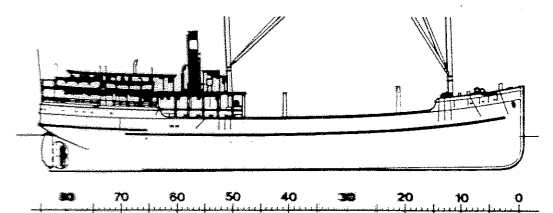
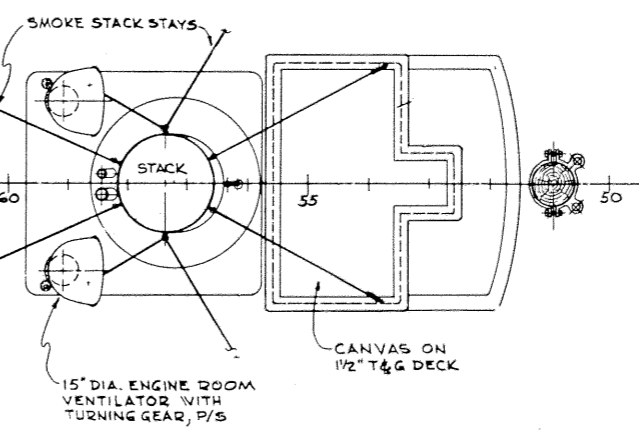


ELEVATION OF NO. 1 & NO. 2 BOAT

PROFILE OF BOAT DECK HOUSE TOP



PLAN OF BOAT DECK HOUSE & PILOT HOUSE TOPS



SCALE OF FEET

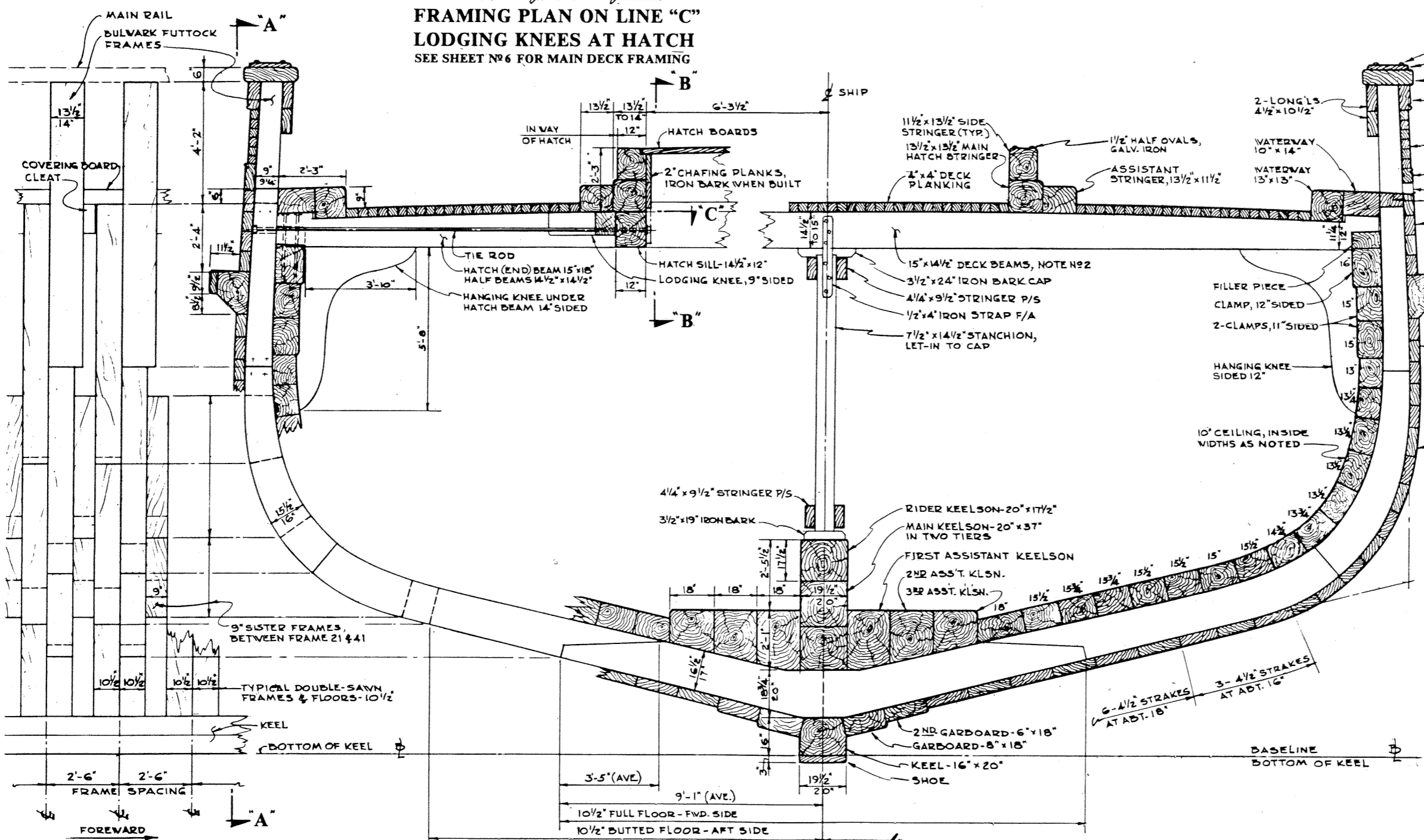
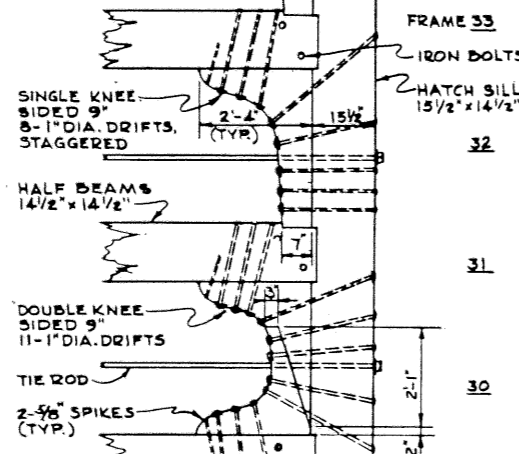
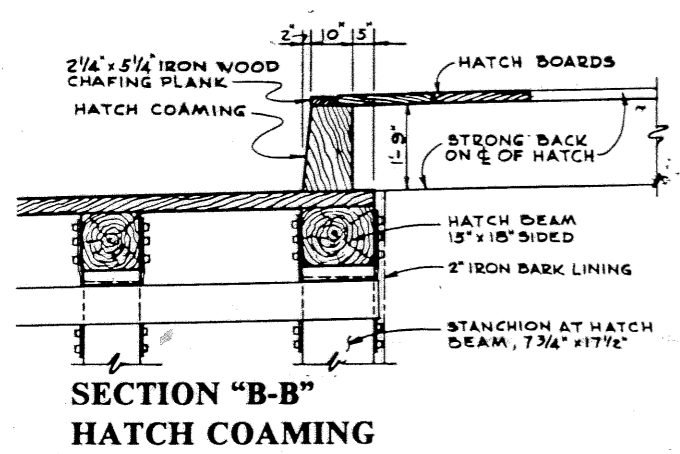
SCALE OF INCHES

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PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
DATE	PLAN OF BOAT DECK AND HOUSE TOPS	641
	Historic Structure Report	PCIP PKG. 557
		SHEET 8 OF 13

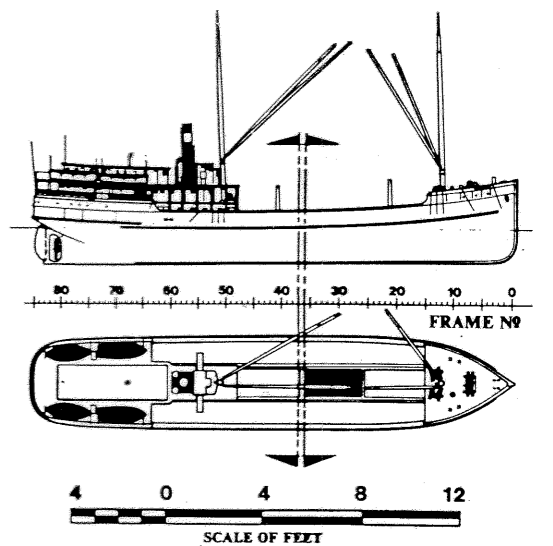
HOC 555

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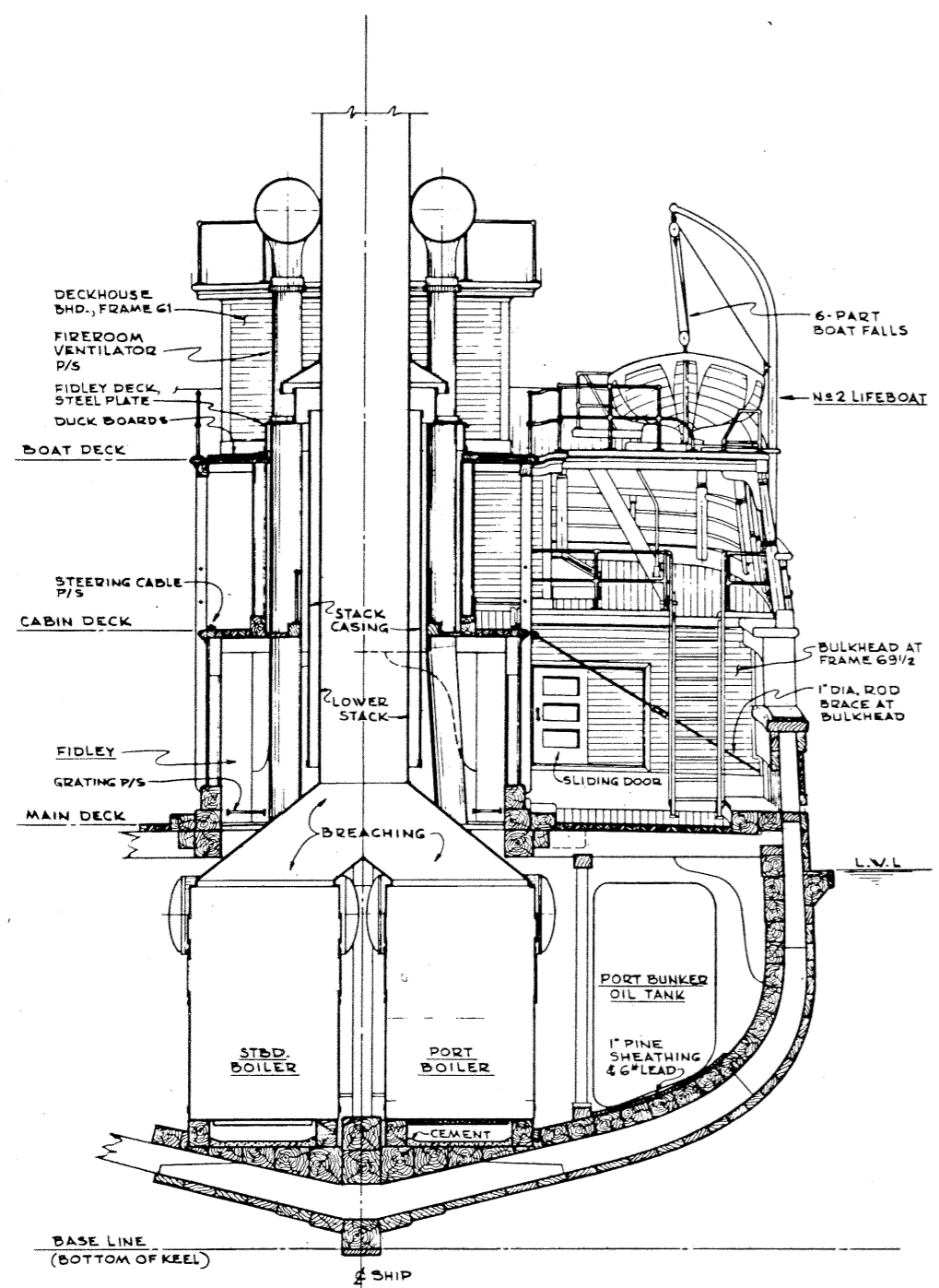
- GENERAL NOTES**
1. DEADRISE AND SHAPE OF BILGE ARE TAKEN FROM ORIGINAL "WAHKEENA" DRAWING (1916). THE PRESENT HOG, TWIST, AND SAG OF TOPSIDES IN "WAPAMA" PRECLUDES EXACT DETERMINATION OF HER ORIGINAL SECTION.
 2. DECK BEAMS HAVE 3" TO 3 1/2" CAMBER CUT IN TOP FACE FROM CENTER TO "HOOK". SPACING VARIES FROM 4'-5" TO 4'-7 1/2" IN HOLD AREA.
 3. FRAME SPACING OF 30" AVERAGES OUT ACCURATELY ALONG KEEL.
 4. SCANTLINGS: MAIN MEMBERS VARY BETWEEN 1/4" AND 1/2" IN DIMENSION AND GENERALLY ARE LESS THAN SIZES CALLED FOR ON ORIGINAL DRAWING OF "WAHKEENA".
 5. NOMENCLATURE OF MEMBERS FOLLOWS USAGE OF PERIOD AND LOCALE, WHERE KNOWN. CIRCULAR GRAIN HATCHING OF MEMBERS IN CROSS-SECTION WAS TYPICAL OF THE PERIOD.
 6. HULL PARTICULARS:

BEAM - MOULDED	40'-4"
TO OUTSIDE OF PLANKING	41'-1"
TO OUTSIDE OF GUARDS	42'-9"
DEPTH - MINIMUM (AT FRAME 48)	
B.L. TO TOP OF DECK AT C	19'-0"
DEPTH OF HOLD - FROM TOP OF ASST. KEELSONS TO TOP OF DECK BEAM:	
AT MIDPOINT OF HATCH/HOLD	14'-4"
MINIMUM - AT FRAME 48	13'-8"
MAXIMUM - AT FRAME 13	16'-10"
HATCH-FRAMED OPENING	12'-7" x 24'-9"
PRESENT A.D.S. PLIMSOL ABOVE B.L.	17'-0"

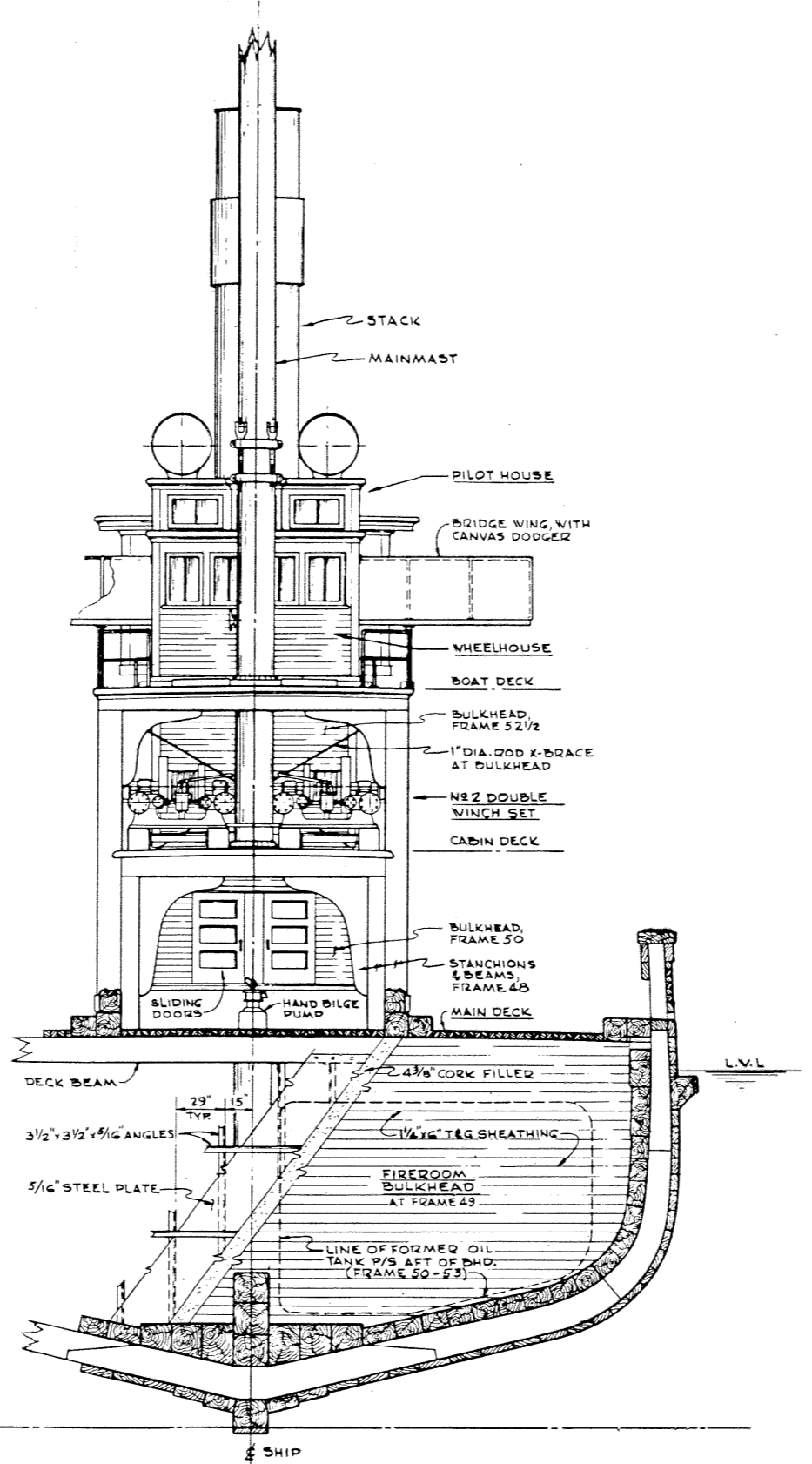


PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
DATE	MIDSHIP SECTION	641
	Historic Structure Report	PCIP PKG. 557 SHEET 11 OF 13

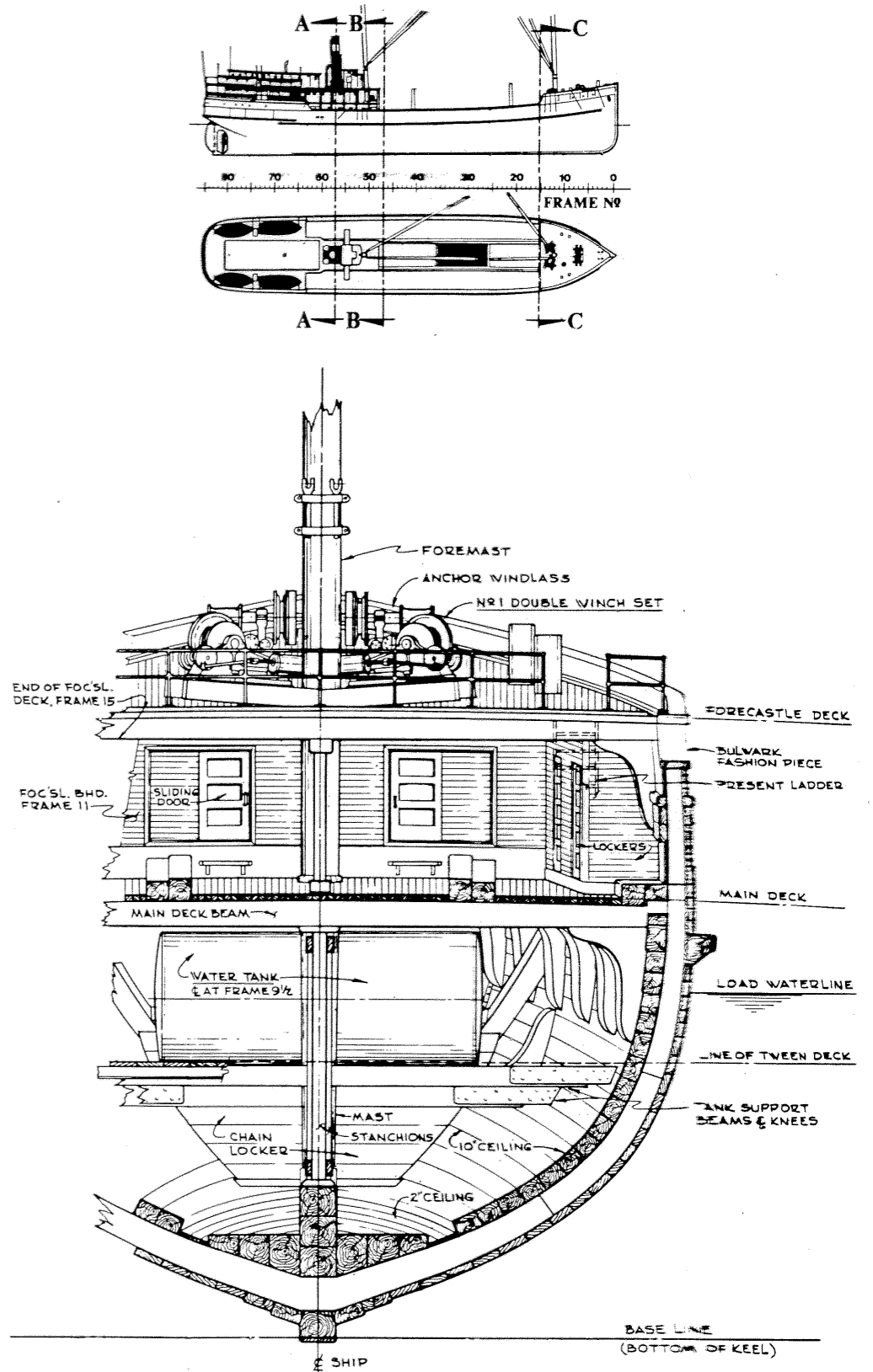
HDC 555



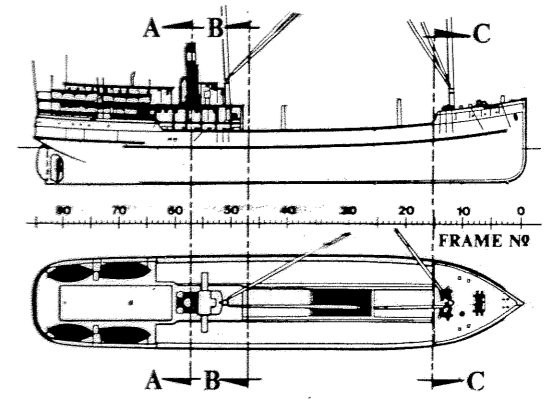
**A: SECTION AT FRAME No 57
PORT LOOKING AFT**



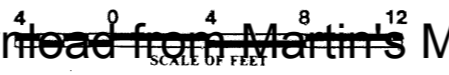
**B: SECTION AT FRAME No 47
PORT LOOKING AFT**



**C: SECTION AT FRAME No 15
STARBOARD LOOKING FORWARD**



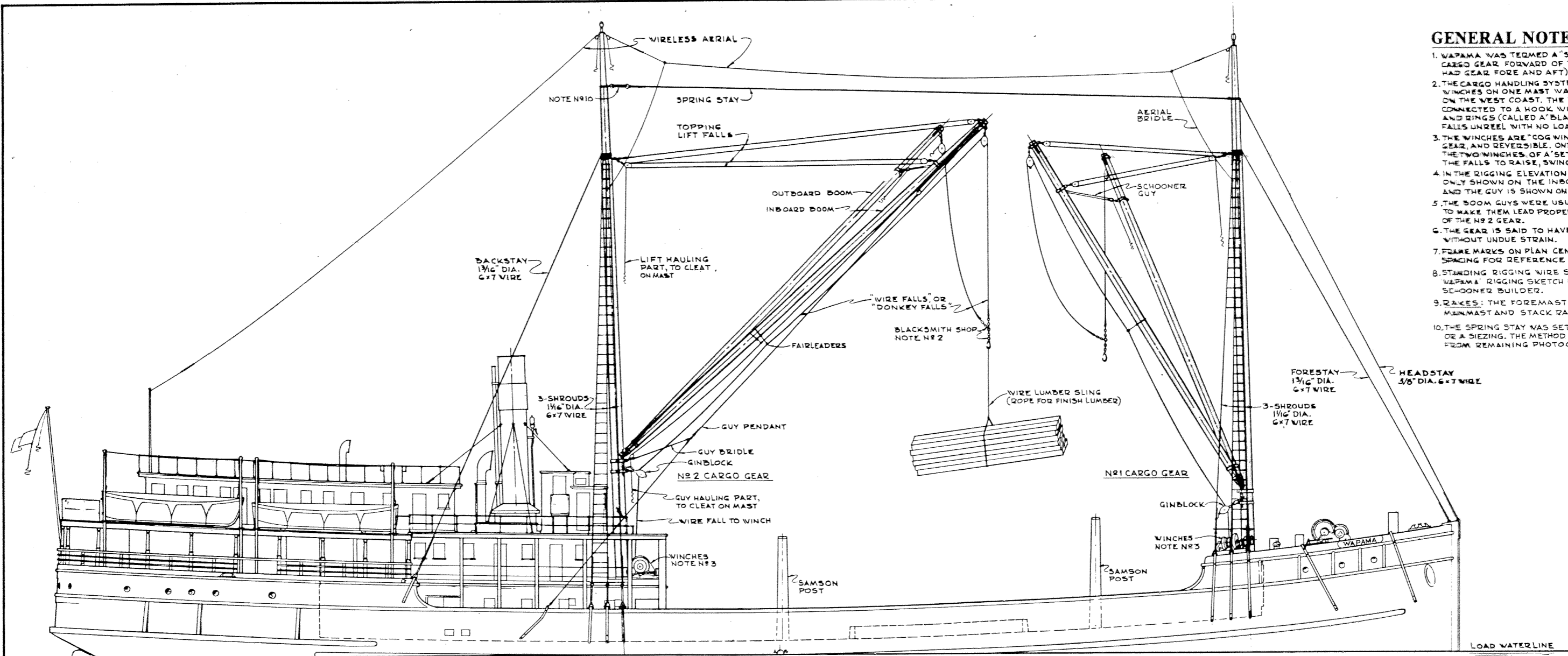
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PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	CROSS SECTIONS	641
DATE	Historic Structure Report	PCIP PKG. 557
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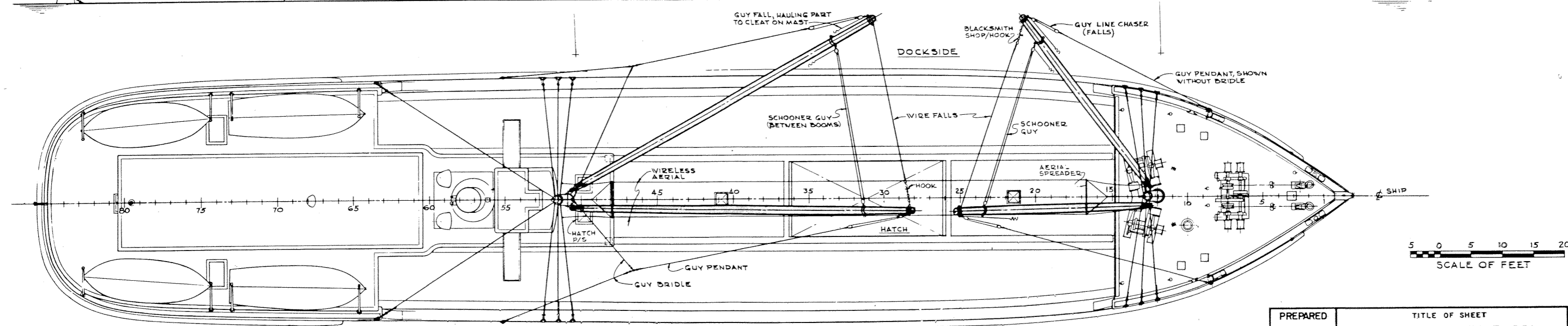
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GENERAL NOTES

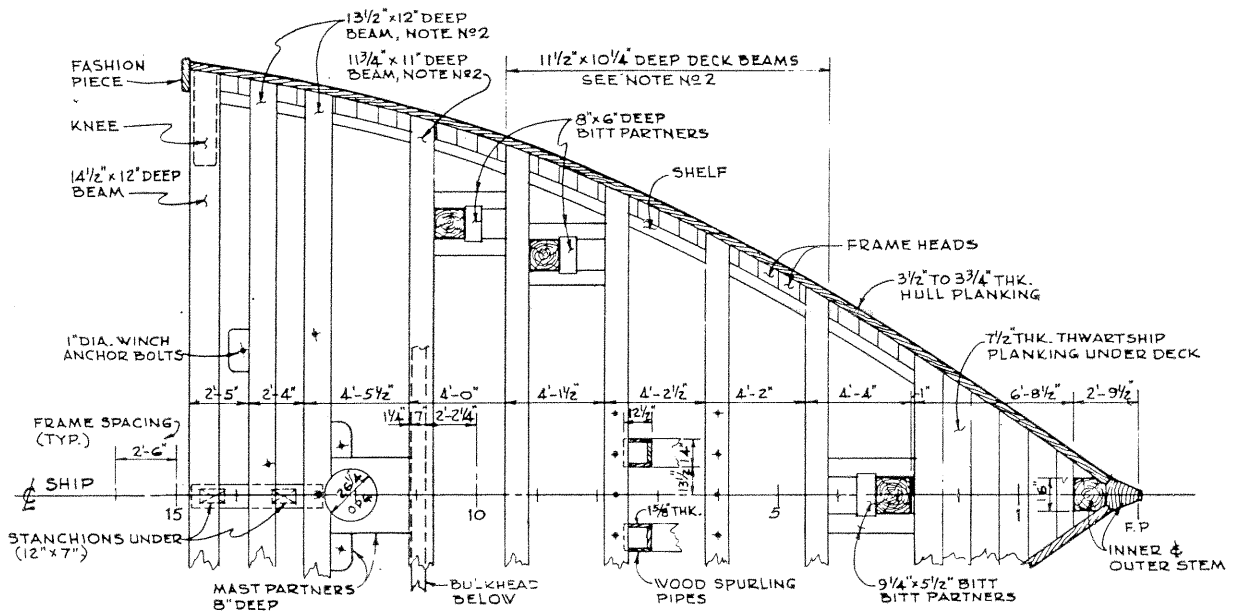
1. WAPAMA WAS TERMED A "SINGLE-ENDER", HAVING ALL CARGO GEAR FORWARD OF THE STACK. (A DOUBLE-ENDER HAD GEAR FORE AND AFT).
2. THE CARGO HANDLING SYSTEM WITH TWO BOOMS AND WINCHES ON ONE MAST WAS TERMED "DOUBLE GEAR" ON THE WEST COAST. THE TWO WIRE FALLS WERE CONNECTED TO A HOOK WITH HEAVY SWIVELS, SHACKLES 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 DRIVER 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 TOPPING LIFTS 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.



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

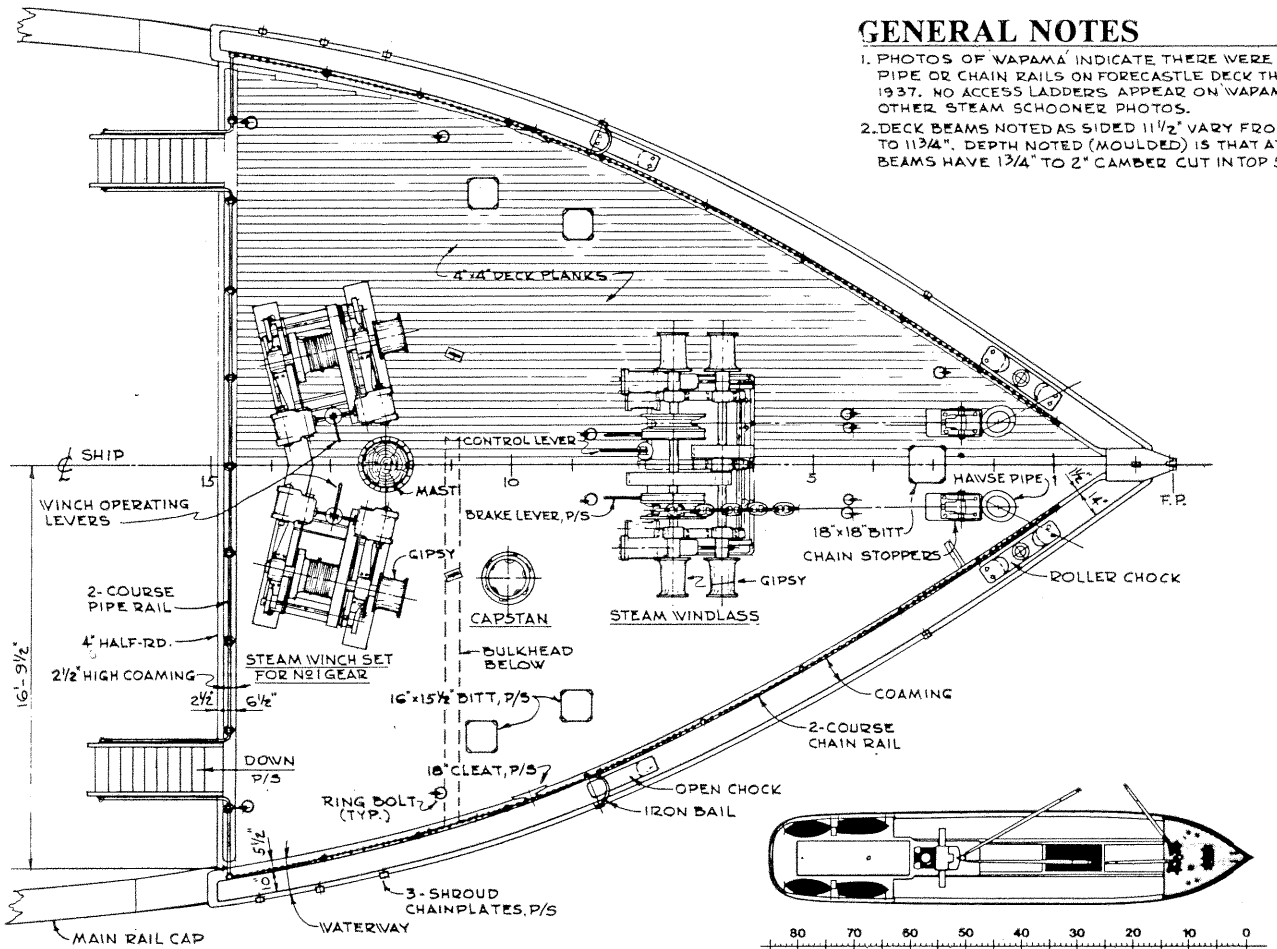
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FORECASTLE DECK FRAMING PLAN

GENERAL NOTES

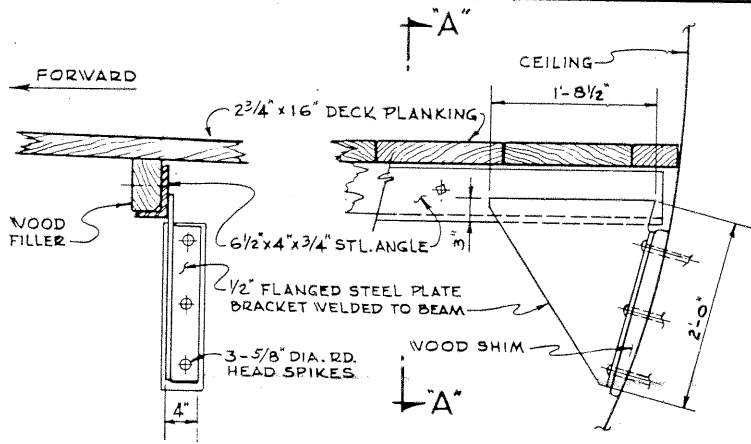
- PHOTOS OF WAPAMA INDICATE THERE WERE NO PIPE OR CHAIN RAILS ON FORECASTLE DECK THROUGH 1937. NO ACCESS LADDERS APPEAR ON WAPAMA OR OTHER STEAM SCHOONER PHOTOS.
- DECK BEAMS NOTED AS SIDED 11 1/2" VARY FROM 11 3/8" TO 11 3/4". DEPTH NOTED (MOULDED) IS THAT AT $\frac{1}{2}$. BEAMS HAVE 1 3/4" TO 2" CAMBER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



FORECASTLE DECK PLAN

PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED	PLAN OF FORECASTLE DECK	641
DATE	Historic Structure Report	PCIP SHEET
		OF 13

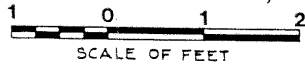
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SECTION "A-A"

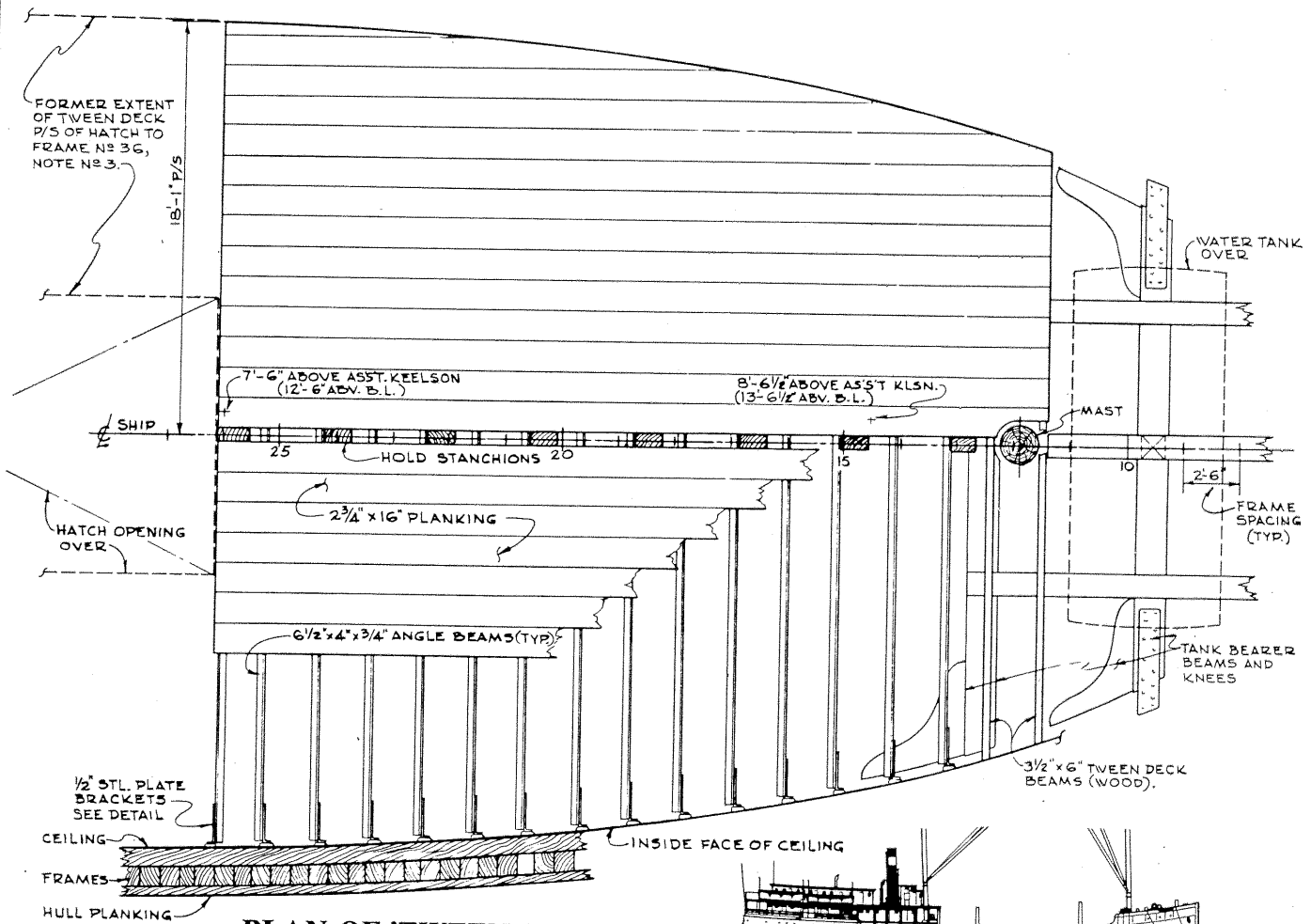
DETAIL OF BEAM BRACKET

FRAME 26, STBD. LOOKING FORWARD

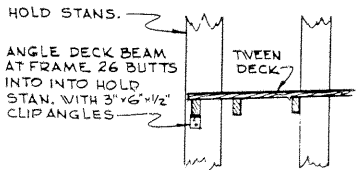
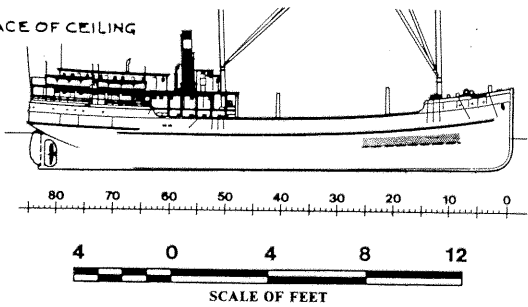


GENERAL NOTES

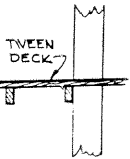
1. TWEEN DECK WAS ADDED AT A LATER DATE, PROBABLY DURING SERVICE IN ALASKA.
2. DECK HAS STRAIGHT SHEER AND NO CAMBER.
3. EVIDENCE REMAINS THAT TWEEN DECK AT ONE TIME EXTENDED AFT TO FRAME 36 ON PORT & STBD. SIDE OF HATCH OPENING, AND HAD STRONGBACKS AND HATCH BOARDS IN WAY OF MAIN DECK HATCH.



PLAN OF 'TWEEN DECK



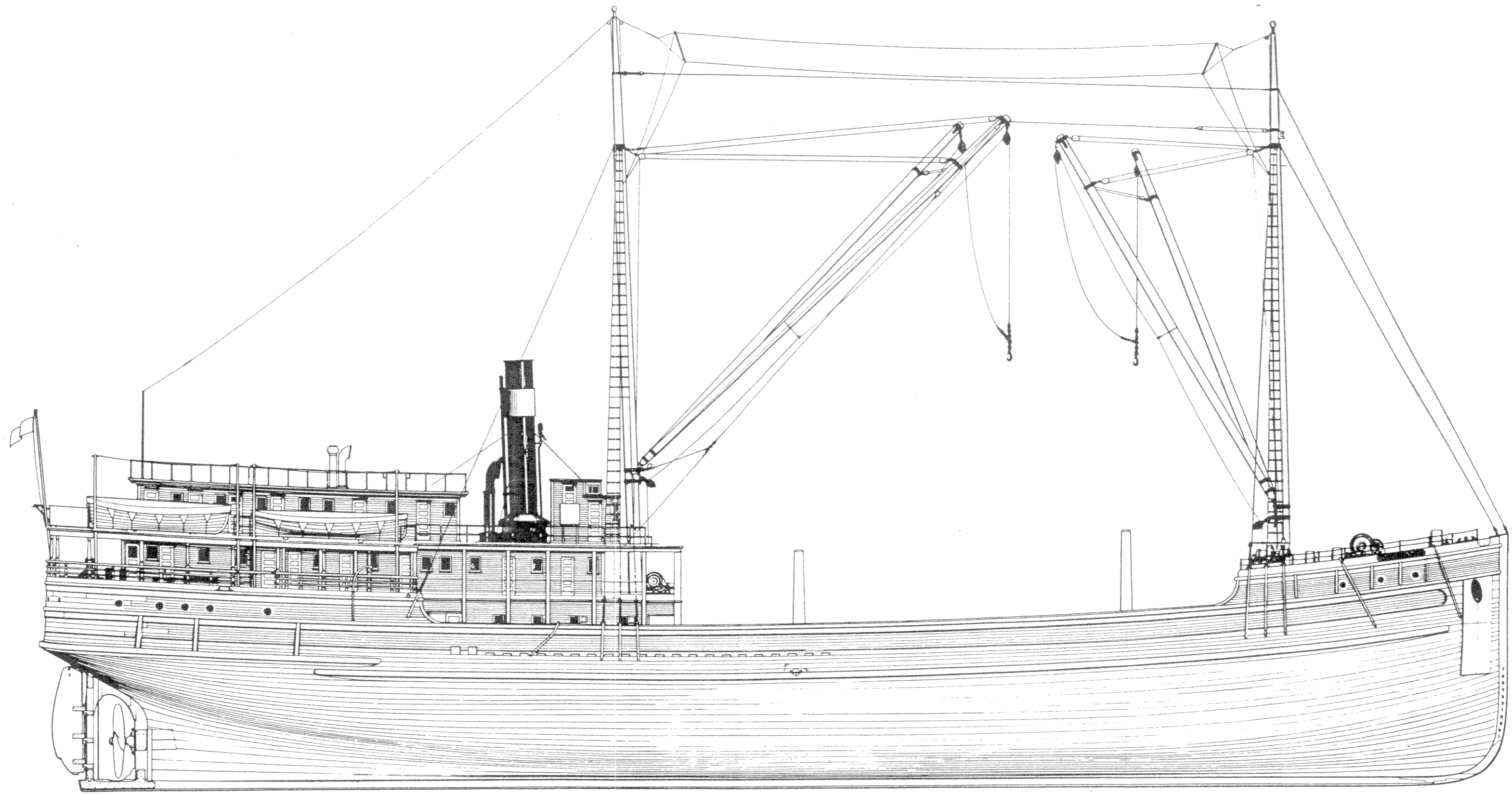
HOLD STANS.
ANGLE DECK BEAM AT FRAME 26 BUTTS INTO INTO HOLD STAN. WITH 3 1/2 x 6 x 1/2 CLIP ANGLES



TWEEN DECK

PREPARED	TITLE OF SHEET	DRAWING NO.
DRAWN	Steam Schooner WAPAMA	8048
CHECKED		641
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		OF 13

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SCALE OF 1/2"

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PREPARED	TITLE OF SHEET	DRAWING NO
	Steam Schooner WAPAMA	8048
DRAWN	PROFILE VIEW	641
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