This Synopsis prepared by W. W. Bates
under direction of the association (Lake &
[illegible] furnished by themselves) W.W.B.

Synopsis Of A System
Of
Marine Inspection

Proposed
To The Underwriters Of The United States
For Adoption

New Yorke 1857

RECEIVED BY MUSEUM
JUN 12 1912
WISCONSIN HISTORICAL SOC.

Marine Insurance is a system of Guaranteeing based upon the hazards of navigation, and necessarily involves a methodical analysis of the constituent properties of shipping for the elimination of data to govern the issuing of policies upon equitable principles.

In the business of Insurance, protection against loss must be sought by the Underwriter, or he will be soon overtaken by bankruptcy and his business fall into reproach. All possible protection will be secured by reducing the risks to the simple standard of the dangers of the sea, as they may be calculated to affect the safety of a first class ship under proper management. Against the inherent defects of shipping, and the evils of irresponsible command, Underwriters cannot insure with prudence.

The manifest want of system, and universality of application, apparent in modes of Inspection and Classification now in use in the United States, have led to the most disastrous results to the financial interests ~~interests~~ of their Underwriters, and a reform has become an imperative necessity to commerce. Premiums are becoming an onerous tax upon the Shipowner, while it is equally true that policies are ruining Underwriters.

A _Systematic_ and _faithful_ _Inspection_, based upon principles of Mechanical and Maritime _Utility_, embracing all classes and descriptions of vessels, with their propulsory power and equipment, will remove most of the evils now suffered by Underwriters in the United States, and influence the removal of others. The abuses now practiced upon Underwriters, and suffered by themselves to exist, amounts to robbery, and results in ruin.

Understanding the nature of the difficulties besetting the system of Marine Insurance, and feeling qualified by both practical and scientific knowledge to suggest the antidote for the evils complained of, the Undersigned, Marine Inspectors and Architects, have united their efforts in preparing a system of Marine Inspection and Classification which they respectfully recommend to the Underwriters of the United States for adoption.

The general principles of this system are set forth as follows:—

The _Classification_ of all grades of vessels will depend upon the _model_, con-

-struction, sparring, and outfits; and all vessels will retain the character first accorded them for so long time as they show no defect or weakness, and are kept in efficient repair.

The standard timber materials of A 1 will consist of White Oak, Live Oak, Locust, Pitch Pine, and Red Cedar — other woods to be rated by this standard according to uses.

The distribution and proportion of materials, and the equalization of strength in scarphs, laps, and butts, with mode and extent of fastening, shall accord with the best practice of shipbuilding in A 1 vessels — details to be set forth hereafter.

Vessels of superior model, construction, sparring, and outfit, to the standard of A 1, will be classed ✠ A 1, as a mark of merit.

Vessels built of mixed timber, hard pine covering, but copper butt and wood-end bolted, and all other fastenings first class, will rate ☆ A 1, denoting that the character is not quite equal to first class.

All vessels having detrimental overhang at the ends will be liable to reduced classification.

Vessels built of standard materials, having one deck with hold beams, covering oak, will class A 1; when built of mixed wood, with lower beams, but through trenailed, A 1½.

Vessels built of standard materials, when their depth of hold does not exceed 11 feet and fastened in accordance with the rules to be set forth, will be classed A 1½; When built of mixed wood in frames and covering, the trenails not driven through, but with butt bolts in planking, and other parts fastened sufficiently will class A 2. — If with Oak covering and through trenailed, the grade will be A 1½.

Centre Board Vessels — When built with oak frames and covering, thoroughly fastened, and moderately sparred, will class A 2. — When built inferior to this grade will class as their intrinsic qualities may deserve.

On Scantlings
And Dimensions of Materials.

The Scantling and dimensions of materials shall be proportioned to the magnitude of vessels in such manner as to secure commensurate strength to all. Simple formulas will be given from which the minimum siding size of keel, sectional areas of timbering, sectional areas of keel and keelson, sectional areas of internal and external covering, sectional areas of beams, and so of all the principal parts. Tabular examples will be furnished illustrating the application of these rules of which the following are examples:–

Siding Size of Keel.

Length	ft. 80	Breadth	ft. 18	Depth	ft. 6	–	Siding	Size	10	inches
"	125	"	35	"	12	–	"	"	13	"
"	200	"	36	"	16	–	"	"	15	"
"	250	"	45	"	25	–	"	"	17	"
"	275	"	45	"	30	–	"	"	17½	"
"	300	"	47	"	30	–	"	"	18	"
"	350	"	50	"	35	–	"	"	19	"
"	400	"	58	"	38	–	"	"	21	"

Stems – to have a siding size at inside of rabbet not less than two thicknesses of Fore-woods, and at head on outside of rabbet, same as keel. Sternposts – at keel, to side, at outside of rabbet, same as keel, and at head 1½ inches for each foot of length, and in all cases to extend forward of outside of rabbet not less than 7 inches in order to receive fastening from the planking – and with a sufficiency of breadth ~~aft~~ of rabbet to sustain the rudder braces – In A 1 Ships.

Minimum Sectional Areas of Timbering At Quarter Breadth, Per foot of Ships Length.

Length	80 ft.	Breadth	17	Depth	5 –	Area of Section	22	sq.	inches.
„	100	„	25	„	8	„ „ „	38	„	„
„	130	„	35	„	14	„ „ „	79	„	„
„	150	„	37	„	21	„ „ „	108	„	„
„	200	„	40	„	27	„ „ „	114	„	„
„	250	„	45	„	24	„ „ „	138	„	„
„	300	„	48	„	31	„ „ „	182	„	„
„	400	„	60	„	40	„ „ „	245	„	„

Minimum Sectional Area of Beams At Quarter Breadth, Per foot of Ship's Length.

Length	80 ft.	Breadth	20	Depth	7 –	Area of Section	10	sq.	inches
„	100	„	28	„	8	„ „ „	12	„	„
„	150	„	36	„	20	„ „ „	33	„	„
„	200	„	44	„	28	„ „ „	50	„	„
„	240	„	48	„	32	„ „ „	58	„	„
„	300	„	54	„	38	„ „ „	72	„	„
„	350	„	58	„	40	„ „ „	78	„	„

Minimum Sectional Area of Planking and Ceiling At Midships.

Length	100 ft.	Breadth	25	Depth	8 –	area	16	sq.	feet.
„	200	„	40	„	21 –	„	64	„	„
„	250	„	44	„	23 –	„	100	„	„
„	300	„	48	„	31 –	„	144	„	„
„	400	„	60	„	40	„	256	„	„

Minimum Transverse Sectional Area Of Keel and Keelsons – For Ships.

Length 100 ft. Sectional area of keel and keelsons 3.33 sq. feet.

Length	150 feet	Sectional area	7,5 sq. feet.
"	200 "	" "	13.33 " "
"	250 "	" "	21. " "
"	300 "	" "	30 " "
"	400 "	" "	53.33 " "

These examples give about the same proportion of materials as are now furnished to ships of first class construction.

The Stowage and Dunnage of Cargo.—There is now great neglect on the part of Owner and Master, leaving the responsibility with the Stevedore, whose judgement does not generally extend beyond the trimming of the ship, without regard to the safety of the articles composing the cargo, which is daily involving the Underwriters in losses, caused by wanton neglect. The cargo is often landed on the wharfs, and Certificates given by Surveyors, as properly stowed, without their knowing ~~in~~ what part of the ship said cargo was stowed.

Surveyors.— It shall be inserted in their certificates where and how the cargo was stowed, and they shall examine the stowage before the goods are removed — not as at present merely taking the marks and numbers, and resting the responsibility upon Underwriters.

A new system of Cargo Inspection will be set forth in detail.

All vessels are required to have their Spars, Rigging, Sails, Boats, Pumps, Compasses, Deep Sea & Hand Lead & Lines in good order, and a sufficiency of each; Ground Tackling in accordance with the following Scale:—

All Vessels are required to have their Spars, Rigging, Sails, Boats, Pumps, Compasses, Deep Sea & Hand Lead & Lines, in good Order and a Sufficiency of each; Ground Tackling in accordance with the following Scale

Tonnage	Length of Cables	Sizes of Cab.				Bow Anch.	Str. A.	No. Ked. A	Wt of Anr Bower	Wt Anc Bower	Wt Stm Anchor	Wt Ked Anchor
		B	B	B.	St.							
50	90	3/4	5/8									
100	90	7/8	3/4			2		1	900	800		150
200	120	1 1/8	1			"		1	1200	1000		200
300	150	1 1/4	1 1/8		3/4	"	1	1	1500	1300	700	300
400	"	1 5/16	1 1/4		7/8	"	"	"	1900	1500	800	350
500	180	1 3/8	1 1/4		15/16	"	"	"	2300	2000	900	400
600	"	1 9/16	1 5/16		1	"	"	"	2800	2500	1000	450
700	"	1 5/8	1 1/2		1	"	"	"	3200	2900	1200	500
800	"	1 11/16	1 5/8		1 1/8	"	"	"	3600	3300	"	"
900	"	1 3/4	1 5/8	1 5/8	1 3/16	3	"	"	3700	3500	1300	550
1000	225	1 13/16	1 3/4	1 3/4	1 1/4	"	"	"	3900	3800	"	
1100	"	"	"	"	"	"	"	"	4000	3900	1400	600
1200	"	1 7/8	1 13/16	1 13/16	1 3/8	"	"	"	4100	4000	"	
1300	"	"	"	"		"	"	"	4300	4100	1500	650
1400	255	1 15/16	1 13/16	1 13/16	1 1/2	"	"	"	4400	4200	"	"
1500	"	2	1 13/16	1 15/16	"	"	"	"	"	"	"	"
1600	"	"	1 15/16	1 15/16	1 5/8	"	"	"	4600	4400	1600	700
1700	270	2	1 15/16	1 15/16	"	"	"	"	"	"	"	
1800	"	2	"	"	"	"	"	"	4800	4600	1800	750
1900	"	2 1/16	2	2	1 3/4	"	"	"				
2000	"	"	"	"	"	"	"	"	5000	4800	2000	800
Upwds.	300	2 1/4	2 1/8	2 1/8		"	"	"				

United States. Marine Register of Inspection

Name	Capt.	Rig	Class.	Tonage & decks	Draft	When built	Wher built	Port belonging	owners	Remarks.	Dat surv
Ariel	King	S	1	650 2.D.	16	1856	N york	N york	Taylor	Met. 56. Medium Model surv. 56 –	56
Andrew	William	Bg	1½	450 Ams	14	1840	Eastport Me	N york	Tilyou	Met. Jany 56. full Mo heavy & sound –	56
			*1								
			1*								

To the Board of
Underwriters
Of the City of New York
The
Foregoing Synopsis
Of a
System of Marine Inspection
Is Respectfully Submitted
For Approval.

John W Griffiths
Wm W. Bates.

R. T. Hartshorne
Thos. D. Taylor
John F. H. King

Having examined the foregoing Synopsis of a System of Marine Inspection, the Undersign concur in recommending it to the consideration of the Underwriters of the United States, in the belief that if adopted as the basis of a general system of Inspection, it will advance the interests of all parties engaged in shipping and commerce.

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[1861?] Sept. 28

Election of Company A Sept. 28th

Moved & Seconded that W H Bates be nominated Captain of Manitowoc Company of Mechanics & Finishers

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Robt L Bell first Lieut ||| 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸

Mapes 𝍸 𝍸 𝍸 𝍸 𝍸 ||||

J A Miles |

J Miles 𝍸 𝍸 𝍸 𝍸 𝍸 |||| 29

Mapes 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 ||| 43
72

𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸
Geo Humphry for Orderly Sargent 45

14

M H Herrington 𝍸 𝍸 |||| 11 45
Miles 𝍸 𝍸 | 25
70

Smith 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 𝍸 | 36
Niles 𝍸 𝍸 𝍸 𝍸 || 22
Whitney 𝍸 𝍸 10
W H Bates | 1
~~Miles~~ | 1
Key | 1
71

7.20
20.00
11.25
3.00
2.75
2.00
46.20

Tally of Election
Sept 28th

John Millis secy
R. L. Bell Chairman

Camp Douglas Dec 17th 1861

To Major Arthur C Ducat
Sir

The undersigned company Officers of the First Regt of United States Mechanics Fusileers do most Respectfully invite you to accept the Colonelcy of our Regiment, and make immeadiate application to the Secratary of War for your commission as Colonel, upon the condition and with the understanding that you will exert your utmost abilities to have our Regiment brought into service upon the original footing of its acceptance by the secratary of War both as to grade of employment, and as to Pay and allowances

Capt	William W. Bates	Co A
Lieut	R. L. Bell	
Lieut	Wm H Mapes	
Capt	James E Marsh	Co B
Lieut	J. R. Widgeon	
"	A. W. Diller	
Capt	Henry McCreary	Co C
Lieut	James H Hughes	
Capt	John Lawson	Co D
Lieut	R. W. Demeree	
"	O. R. Sparks	
Capt	Alfred Brooks	Co E
Lieut	A. J. Burrell	
"	R. G. Young	
Capt	John. E Simpson	Co F
Lieut	Edgar. M. Wood	
"	Fred. B. Bickford	
Capt	James Miller	Co G
Lieut	J. P. Farrar	
"	C. C. Jones	
Capt	Waddell Guthrie	Co H
Lieut	Wm L Dunlap	
"	Wm E Merritt	
Capt	James Armstrong	Co I
Lieut	Robert Cowden	
"	Jas H Peabody	
Capt-		

Copy

Camp Douglas January 5th 1862
I hereby certify that the above is a true copy of the paper delivered to me by the line officers of the 1st Regt U.S. Mechanic Fusileers on December 17th 1861.
Arthur C Ducat
Acting Col Comdg 1st Regt U.S. M. F.

General Head Quarters – State of Illinois
Adjutant Generals Office
Springfield Dec 19th 1861

At the request of the following named Officers

Captains William. W. Bates
" James. E. Marsh
" Henry McCreary
" John Lauson
" Alfred Brooks
" John. E. Simpson
" James Miller
" James Armstrong
" Wardell Guthrie
" E. O. Baxter

Commanding Companies at Camp Douglas, and forming a part of the command of the "Mechanics Fusileers" to wit; It is hereby ordered;

That Major Arthur Ducat of the 12. Regiment, be and is hereby appointed Acting Colonel, and be placed in command of said Companies and that such command be known as the 56th Regiment Illinois Volunteers

By order of Commander in Chief
Allen C. Fuller
Adjutant General

Copy

Camp Douglas Jany 5th 1862

I hereby certify that the above is a true copy of the order delivered to me by Adjutant General Fuller on the 19th day of December 1861.

Arthur C Ducat Acting Col Comg 1st Regt [illegible]

Chicago January 8th 1863

To the Company Officers 1st Regt U.S. Mechanic Fusileers,

Gentlemen,

Your complimentary communication of the 4th inst. was handed to me on yesterday,

It is usual on such occasions to say that we have only done our duty and are not entitled to thanks, but this reply is so hackneyed and so often not the truest expression of our feelings, that I am ashamed to make it, because I feel that I did make my best effort for you, and that your expressions of appreciation are no idle words but come from your hearts honestly, and I think I may say with a feeling not only of gratefull regard, but affection for me,

Gentlemen for this mark of your high esteem, for your call upon me to command you and patience with my physical inability to do duty for a while, for the warm support you have given me under the rather trying circumstances in which I have been placed in command of your Regt, for your uniform respect, kindness, and prompt obedience of all my orders at all times, I thank you most sincerely,

Will you be so kind as to express ~~the your~~ my thanks to the men of your several commands for the same,

I should feel highly honored to command your splendid Regt in the field. But satisfied as I am

that my painful Chronic disease must keep me
from doing active duty for a while, and knowing
from practical observation that the Commanding
Officer has the tone and discipline of the Regt altogether
in his hands for the first six months I feel that
it would be an act of injustice to the Regt and
myself, to undertake what I know I am physically
incapable of performing at present.

When you go forth to do battle in the glorious Cause
in which we are engaged, stand together, shoulder to
shoulder like a band of brothers, be firm and kind,
do justice always, but do it in mercy, Cultivate strict
discipline – order and system, and an unwavering
adherence to the wise rules and regulations for
the government of the army, as the surest and
to promote good feeling and ensure success
in all your undertakings.

May victory perch upon your banners
and may you be restored (when this wicked rebellion
is crushed out), to your happy firesides, is
the prayer
Of your devoted Servant

Arthur C Ducat
Major 12th Regt. Ill. Vol.

Letter of Col. Ducat
to
Officers of Mich. Fusiliers
1862

Head Quarters Co. "K," 19th Regt. W. V.
Military Academy, Norfolk, Va. Sept. 27th 1862.

At a meeting of the non-commissioned officers and privates of Co. "K," 19th Regt. W. V. held at this place, for the purpose of recommending a suitable member of this Company to fill the place of Captain William W. Bates, made vacant by his resignation, Sergeant Solon Poland, was chosen chairman and Albert Earthman secretary.

Sergeant Poland, on taking the chair, stated the object of the meeting, and after paying, in appropriate remarks, a due and deserved tribute to the merits of our late Commander, the following preamble and resolution were adopted:

Whereas, the office of Captain of our Company has been made vacant by the resignation of William W. Bates and it is our wish to again have an honest, sober and skillful officer in his place, therefore

Resolved, that the non-commissioned officers and privates of this Company, though regretting the loss of their late Commander have full confidence in the honesty, sobriety, courage and skill of Orderly Sergeant Silas C. Seaman, and do hereby petition His Excellency, Governor Edward Salomon of Wisconsin, to commission him as Captain of this Company, and request the chairman and secretary to communicate to the Governor the proceedings of this meeting.

Albert Earthman
Secretary.

Solon Poland
Chairman.

Resolutions of
Company K, 19th Wis. vols.
at
Norfolk, Va.

1862, Feb. 13

Head Quarters
Independent
14th Regt Camp Utley
Racine Wis

Special Order No 35 – Feb. 13th /62

Capt. William W Bates of the 14th Regt. (Independent) Pistol Infy. is hereby detailed for the recruiting service. he will at once proceed to duty stationing himself at such points as he may deem most Eligible for said service.

He will report prompt to L Van Slyke Adjt of the 14th Regt at Head Quarters as often as once in ten days.

H. T. Sanders
Col Com

By order
L L Van Slyke
Adjt 14th Regt

Col. Sanders

Special Order No. 35

Detailing Capt. W. W. Bates
to recruiting duty
Feb. 13th 1862

Enclosed: Envelope fr. Dept. of Interior
1907, Sept. 28

6079

1907, Aug. 22

3-692

Reissue UNDER ACT OF FEBRUARY 6, 1907

№ 588174

UNITED STATES OF AMERICA

DEPARTMENT OF THE INTERIOR

BUREAU OF PENSIONS

It is hereby certified *That in conformity with the laws of the United States,* William W. Bates *who was a* Captain Co. K. 19th Regiment Wisconsin Volunteer Infantry *is entitled to a pension at the rate of* Twenty *dollars per month to commence on the* twenty seventh *day of* February *one thousand nine hundred and* seven

Given at the Department of the Interior *this* twenty second *day of* August *one thousand nine hundred and* seven *and of the Independence of the United States of America the one hundred and* thirty second.

Jesse E. Wilson
Acting *Secretary of the Interior.*

Countersigned J. L. Davenport
Acting *Commissioner of Pensions.*

E C

Former payments covering any portion of the same time to be deducted.

That section forty-seven hundred and forty-five, title fifty-seven of the Revised Statutes of the United States is hereby amended to read as follows:

SEC. 4745.—Any pledge, mortgage, sale, assignment, or transfer of any right, claim, or interest in any pension which has been, or may hereafter be, granted, shall be void and of no effect, and any person who shall pledge, or receive as a pledge, mortgage, sale, assignment or transfer of any right, claim, or interest in any pension, or pension certificate, which has been, or may hereafter be granted or issued, or who shall hold the same as collateral security for any debt, or promise, or upon any pretext of such security, or promise, shall be guilty of a misdemeanor, and upon conviction thereof shall be fined in a sum not exceeding one hundred dollars and the costs of the prosecution; and any person who shall retain the certificate of a pensioner and refuse to surrender the same upon the demand of the Commissioner of Pensions, or a United States pension agent, or any other person, authorized by the Commissioner of Pensions, or the pensioner, to receive the same shall be guilty of a misdemeanor, and upon conviction thereof shall be fined in a sum not exceeding one hundred dollars and the costs of the prosecution.

Approved February 28, 1883.

UNDER ACT OF FEBRUARY 6, 1907

No. 586174

PENSION CERTIFICATE OF

William M. Bates

Payable Quarterly

by the

U. S. Pension Agent

at Topeka. Kan

Emmett

Clerk.

a-12

Enclosed: Envelope
1911, Sept. 11

Form 3006.
Military Claims Division.

NOTIFICATION OF ALLOWANCE.

Claim No. 468844

William W. Bates,
38 West 2nd St.
Denver, Colo.

Edmund J. Redmond,
Washington, D.C.

Treasury Department,
OFFICE OF AUDITOR FOR THE WAR DEPARTMENT,
WASHINGTON, D. C. Sept.9/11

In the case of William W. Bates, Capt. Co."A" 56-Ills. Inft. a balance has been found due by this Office, and a certificate, No. 80412 , dated Sept.8/11 , has been forwarded to the Secretary of the Treasury for payment, as follows: $167.89 to William W. Bates, the officer.

The following is a statement of the account:

Pay for Jan. 28/62,	$ 4.34
Pay short paid to Sept. 23/62,	.53
" from Sept. 24 to 27/62,	16.82
Travel pay from Baltimore, Md to Racine, Wisc.	84.10
" sub. " Norfolk, Va to Racine, Wisc.	62.10
	$ 167.89

Claim for further pay and allowances is disallowed for reasons as follows He has been paid as Captain in the 1st service from Sept. 28/61, and as Captain in the 2nd service from April 14/62, the earliest dates to which entitled.

Travel allowances in the 1st service are disallowed on presumption the same were furnished in kind.

Discharge Order returned to the Claimant.

There is now no appropriation for the payment of this claim. It will be reported to Congress as early as practicable and paid when funds for the purpose become available.

Respectfully,

E. P. SEEDS
ACTING, *Auditor for the War Department.*

By

IM

"Any person accepting payment under settlement by an Auditor shall be thereby precluded from obtaining a revision of such settlement as to any items upon which payment is accepted * * * Any person whose accounts may have been settled by an Auditor of the Treasury Department * * * may, within a year, obtain a revision of the said account by the Comptroller of the Treasury, whose decision upon such revision shall be final and conclusive."—*Section 8, Act July 31, 1894.* 2—1998

NOTICE.

You should notify this office of any change in your post-office address, no other correspondence is necessary.

A warrant will be mailed to you at the very earliest practicable date, after an appropriation shall have been made.

Jan. 1, 1912.

Department of the Interior,

U.S.Pension Agency,

Topeka ,Kansas.

This is to notify you of the death of Captain William W.Bates, Captain of Co.K.19th Regiment Wisconsin Volunteer Infantry, holding pension No. 588174 , November 26, 1911.

Newspaper notice enclosed.

Very respectfully,

Dr. Mary Elizabeth Bates
SUITE 521 MAJESTIC BUILDING
DENVER

Assist. Secy

1907, Sept. 28

DEPARTMENT OF THE INTERIOR,
UNITED STATES PENSION AGENCY,
TOPEKA, KANS.
Return if not delivered in ten days.

TOPEKA, KAN.
SEP 28
2 30 P M
1907

OFFICIAL BUSINESS
PENALTY FOR PRIVATE USE $300

Wm W Bates
38 West 2d Ave
Denver
Colo

S. DENVER, COLO. STA.
SEP 23
1907

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WISCONSIN HISTORICAL SOC.

DENVER, COLO.
SEP 24
6-PM
1907

TREASURY DEPARTMENT
OFFICE OF THE AUDITOR FOR THE WAR DEPARTMENT
OFFICIAL BUSINESS
RETURN AFTER FIVE DAYS

WASHINGTON, D.C.
SEP 11
3-PM
1911

PENALTY FOR PRIVATE USE $300.

William W. Bates,
38 West Second Ave.,
Denver,
Colo.

Statement of Claim allowance 1911, Sept. 11

Enclosed w: Notification of allowance 1911, Sept. 19

OS DENVER COLO.
SEP 13
5 53 PM
1911
DENVER STA.

1862, Mar. 18

STATE OF WISCONSIN.

FORWARD

LOUIS P. HARVEY, GOVERNOR.

To all to whom these Presents shall Come, Greeting:

Know Ye, That reposing special trust and confidence in the Patriotism, Fidelity and Good Conduct of William W. Bates Wis. **I have appointed** and constituted, and by these Presents do appoint and constitute him Captain in the 19th Vol. Inf. Regiment Wis Volunteers with rank from March 3 1862. **And I do Hereby Authorize** and empower him to execute and fulfil the duties of that office according to law; and he is required to observe and follow such orders and directions as he shall from time to time receive from the Commander-in-Chief, or any other his Superior Officer, according to the Rules and Discipline of War, and in accordance with the Constitution and Laws of this State.

In Testimony Whereof, I have hereunto subscribed my name, and caused the Great Seal of the State of Wisconsin to be affixed.

Done at Madison, this Eighteenth day of March in the year of our Lord One Thousand Eight Hundred and Sixty-two

By the Governor, L. P. Harvey

James T. Lewis
Secretary of State.

Aug. Gaylord
Adjutant General.

Mustered into the service of the United States April 30th 1862
J. M. Trowbridge
Capt 16 Infy U.S.A
Mustering Officer

1862, Jan 28

MUSTER-OUT ROLL of Captain William W. Bates Company [A], in the Regiment of Volunteers, commanded by Colonel called into the service of the United States by at (the place of general rendezvous) on the day of , 186 , to serve for the term of , from the date of enrolment, unless sooner discharged; from the day of , 186 , (when) to the day of , 186 , . The Company was organized by Capt. at , in the month of , 186 , and marched thence to , where it arrived the of , a distance of miles.

NAMES. Present and absent	RANK.	AGE.	JOINED FOR SERVICE AND ENROLLED AT GENERAL RENDEZVOUS—COMMENCEMENT OF FIRST PAYMENT OF TIME. When.	Where.	By whom.	Period.	MUSTERED INTO SERVICE. When.	Where.	By whom.	REMARKS.
William W Bates	Captain	26	Aug 25th	Manitowoc Wis	Wm W Bates	3 years	Sept 12th	Chicago	Capt J S Worden	
Robert L Bell	1st Lieut	24	- 25th	-	-	-	- 12th	-	-	
William H Mapes	2nd Lieut	28	Sept 15th	Kane Co Ills	-	-	- 15th	-	-	
James P Smith	1st Sergeant	28	Aug 21st	Manitowoc Wis	-	-	- 12th	-	-	
Norman C Pomeroy	Sergeant	27	Sept 24th	Clark Co Ills	-	-	- 24th	-	-	
Oliver H Sheldon	-	20	Sept 3d	Racine Co Wis	-	-	- 30th	-	-	
William H Beers	-	25	- 30th	Kane Co Ills	-	-	- 30th	-	-	
Albert L Robinson	-	20	- 3d	Manitowoc Wis	-	-	- 12th	-	-	
George Humphrey	Corporal	20	Aug 27th	-	-	-	- 12th	-	-	
Charles L Graham	-	28	Nov 20th	Burlington Wis	-	-	Nov 20th	-	Lieut Christopher	absent
William Leard	-	26	Sept 10th	Manitowoc Wis	-	-	Sept 12th	-	Capt J S Worden	
Simeon Spencer	-	42	- 20th	Kane Co Ills	-	-				absent
John Riley	-	26	- 25th	-	-	-	Sept 25th	-	Capt J S Worden	
James L Rice	-	37	- 24th	Racine Co Wis	-	-	- 24th	-	-	
Palmer W Niles	-	24	- 6th	Manitowoc Wis	-	-	- 12th	-	-	
Orrin S Boughton	-	~~2~~	- 3d	-	-	-	- 12th	-	-	absent
Elihu S Russell	Musician	22	Sept 28th	Racine Co Wis	-	-	- 28th	-	-	
Samuel D Clark	-	45	- 12th	Manitowoc Wis	-	-	- 12th	-	-	absent
Horace F Marsh	Wagoner	22	- 12th	-	-	-	- 12th	-	-	absent
Allen James H	Private	20	Nov 6th	-	-	-	Nov 6th	-	Lieut Christopher	
Allen Emerson C	-	19	Sept 12th	-	-	-	Sept 12th	-	Capt J S Worden	
Atwood John	-	20	Nov 19th	-	-	-	Nov 19th	-	Lieut Christopher	
Benjamin Ambrose S	-	34	Sept 20th	Racine Co Wis	-	-	Sept 20th	-	Capt J S Worden	
Eckhampff Charles H	-	22	Oct 10th	-	-	-	Oct 10th	-	-	absent
Breese William	-	19	Nov 8th	Manitowoc Wis	-	-	Nov 8th	-	Lieut Christopher	
Bierle Joseph	-	20	Sept 6th	-	-	-	Sept 13th	-	Capt J S Worden	
Berkelsham Leonard	-	22	- 6th	-	-	-	- 13th	-	Capt J S Worden	
Blackmer Horatio	-	22	Nov 8th	-	-	-	Nov 8th	-	Lieut Christopher	
Burdeau Eugene	-	35	Sept 9th	-	-	-	Sept 13th	-	Capt J S Worden	
Dorsett Joseph B	-	24	- 6th	-	-	-	- 12th	-	-	
Downey Patrick	-	28	- 26th	-	-	-	- 27th	-	-	
Edwards James	-	45	- 18th	Jo Daviess Co Ills	-	-	- 18th	-	-	
Dyer Michael	-	28	- 18th	Elkhart Ind	-	-	- 18th	-	-	
Fenner John B	-	19	- 12th	Manitowoc Wis	-	-	- 12th	-	-	
Frazier Brook	-	22	- 30th	Will Co Ills	-	-	- 30th	-	-	
Gault Elroy W	-	19	- 24th	Racine Co Wis	-	-	- 24th	-	-	
Gibson Sheldon C	-	24	Oct 10th	-	-	-	Oct 10th	-	-	absent
Gilbert Carl C	-	25	Sept 10th	Manitowoc Wis	-	-	Sept 12th	-	-	
Green Taylor	-	24	- 10th	-	-	-	- 12th	-	-	
Greiner Robert	-	21	- 18th	Jo Daviess Co Ills	-	-	- 18th	-	-	
Hay Washington L	-	34	Oct 25th	Mendota Ills	-	-	Oct 25th	-	Lieut Christopher	
Harris James B	-	37	Sept 9th	Manitowoc Wis	-	-	Sept 12th	-	Capt J S Worden	
Henry John A	-	19	Dec 7th	Waterford Wis	-	-	Dec 7th	-	Lieut Christopher	
Heckel Robert	-	21	Sept 5th	Manitowoc Wis	-	-	Sept 12th	-	Capt J S Worden	
Hope George	-	22	Nov 19th	-	-	-	Nov 19th	-	Lieut Christopher	
Holbrook Marcus	-	19	Sept 7th	-	-	-	Sept 12th	-	Capt J S Worden	
Hickok Charles	-	19	Oct 10th	-	-	-	- 10th	-	Lieut Christopher	
Hill Jenkins W	-	42	Nov 25th	Waterford Wis	-	-	Nov 25th	-	-	absent
Hoyrolt John B	-	45	Sept 6th	Manitowoc Wis	-	-	Sept 12th	-	Capt J S Worden	
Johnson Kiern	-	21	- 6th	-	-	-	- 12th	-	-	
Kendall Charles	-	27	Nov 20th	-	-	-	Nov 20th	-	Lieut Christopher	absent
Kellner Leopold	-	19	Sept 10th	-	-	-	Sept 12th	-	Capt J S Worden	
Kellogg Don D	-	19	Nov 20th	-	-	-	Nov 20th	-	Lieut Christopher	
Knobel Peter	-	42	Sept 18th	Jo Daviess Co Ills	-	-	Sept 18th	-	Capt J S Worden	
Lieburn Lowell	-	19	- 5th	Manitowoc Wis	-	-	- 12th	-	-	
Lovell William T	-	21	Nov 4th	-	-	-	Nov 4th	-	Lieut Christopher	
Lutz Isaac	-	22	Sept 17th	St Joseph Ind	-	-	Sept 17th	-	Capt J S Worden	
McKee William H	-	24	Aug 21st	Manitowoc Wis	-	-	- 12th	-	-	
Monroe George	-	45	Sept 12th	-	-	-	- 12th	-	-	absent
Monroe George A	-	19	- 12th	-	-	-	- 12th	-	-	

MUSTER-OUT ROLL.—Continued.

No. of each grade	NAMES. Present and Absent (Privates in alphabetical order—the first christian name to be written full length)	RANK.	AGE.	Joined for service and enrolled at general rendezvous—commencement of first payment by time. When.	Where.	By whom.	Period.	Mustered into service. When.	Where.	By whom.	Last paid. By paymaster.	To what time.	Travelling. To place of rendezvous, No. of miles	From place of discharge home, No. of miles	Subsistence. No. days	Forage. No. days	Amount for clothing. Dolls.	Cts.	Value of equipments. Dolls.	Cts.	Valuation, in dollars, of— Horses.	Horse equipments.	REMARKS.
	Moore Matson	Private	22	Sept 1st	Manitowoc Wis	Wm W Hale	3 years	Sept 13th	Chicago	Capt J. T. Worden			165	160									
	McCort John	-	26	Nov 20th	- -	-	-	Nov 20th	-	Lieut Christopher													
	McCrea Richard	-	46	Sept 19th	Fabius Co Ills	-	-	Sept 19th	-	Capt J T Worden			165	165									
	Moore Dominick	-	24	Sept 20th	[illegible] Ills	-	-	- 23d	-	- -													
	Mensch Francis	-	45	Nov 25th	Manitowoc Wis	-	-	Nov 25th	-	Lieut Christopher			60	60									
	Nelson Teller	-	20	Sept 19th	- -	-	-	Sept 13th	-	Capt J T Worden													
	Parsons Joseph H	-	45	Nov 20th	- -	-	-	Nov 20th	-	Lieut Christopher			165	165									
	Parents William	-	22	Sept 24th	- -	-	-	Sept 20th	-	Capt J T Worden			60	60									
	Poland Solon	-	22	- 6th	- -	-	-	- 13th	-	- -			95	95									
	Raanier George W	-	28	Nov 20th	- -	-	-	Nov 28th	-	Lieut Christopher			60	60									
	Ryberly Ferdinand	-	22	Sept 24th	- -	-	-	Sept 24th	-	Capt J T Worden			165	165									
	Rice Elmer A	-	44	- 22d	Racine Co Wis	-	-	- 30th	-	- -													absent
	Robinson Henry M	-	22	- 20th	Burlington Wis	-	-	- 30th	-	- -			165	165									
	Russell James	-	26	- 21st	Manitowoc Wis	-	-	- 21st	-	- -			95	90									
	Russell Hiram W	-	19	- 26th	Lake Co Ills	-	-	- 26th	-	- -			165	165									
	Sterling Joseph C	-	21	Aug 21st	Manitowoc Wis	-	-	- 13th	-	- -			60	60									
	Syer Cornelius	-	24	Nov 1st	Walnut Ills	-	-	Nov 1st	-	Lieut Christopher			60	60									
	Syer William H	-	27	- 20th	Dubuque Co Iowa	-	-	- 28th	-	- -			95	95									
	Shee Daniel C	-	22	Dec 4th	Racine Wis	-	-	Dec 4th	-	- -			165	165									absent
	Shelly Michael D	-	25	Sept 19th	Elkhart Ind	-	-	Sept 19th	-	Capt J T Worden			165	165									
	Smith James	-	18	- 5th	Manitowoc Wis	-	-	- 12th	-	- -													absent
	Smith Henry	-	42	- 20th	Racine Co Wis	-	-	- 20th	-	- -			55	60									
	Soper Zela	-	22	- 12th	Manitowoc Wis	-	-	- 12th	-	- -			165	165									absent
	Sumner Seth	-	27	Aug 27th	- -	-	-	- 12th	-	- -													
	Sweet Reuben	-	22	Nov 20th	Waterville Ills	-	-	Nov 21st	-	Lieut Christopher			165	165									
	Tinkler Jacob	-	26	Sept 18th	Fabius Co Ills	-	-	Sept 18th	-	Capt J T Worden													
	Thistlewood Thomas	-	21	- 7th	Manitowoc Wis	-	-	- 12th	-	- -			165	165									absent
	Thornton Rice	-	21	- 10th	- -	-	-	- 12th	-	- -			165	165									
	Torrison Ole	-	19	- 5th	- -	-	-	- 12th	-	- -			165	165									
	Trapin Alfred	-	19	- 12th	- -	-	-	- 13th	-	- -			95	95									
	Uller Spencer	-	29	Oct 10th	Racine Co Wis	-	-	Oct 10th	-	- -			69	69									
	Vallier John H	-	20	- 10th	- -	-	-	- 10th	-	- -			165	165									
	Voto Andrew	-	24	Sept 24th	Manitowoc Wis	-	-	Sept 24th	-	- -			165	165									
	Warren James	-	44	- 28th	Grundy Co Ills	-	-	- 28th	-	- -			165	165									
	Wight William A	-	22	Nov 28th	Manitowoc Wis	-	-	Nov 28th	-	Lieut Christopher			165	165									
													165	165									
													165	165									
													165	165									
													219	219									
													75	75									
													165	165									
													40	40									
													65	65									
													60	65									
													165	165									
													16										

RECAPITULATION.

PRESENT . . .
- For duty . . . .
- Extra duty . . . .
- Sick . . . .
- In arrest or confinement . . .

ABSENT . . .
- Detached service . . . . . .
- Furlough . . . .
- In arrest or confinement . . .
- Sick . . . .
- Prisoners of war . . . . . .

STRENGTH—Present and Absent . . . . . .

Alterations and Casualties since last Muster.
- No. Joined.
  - By Enrolment . . . .
  - By Transfer . . . .
  - From Desertion . . . . . .
- No. Discharged.
  - Expiration of service . . .
  - For Disability . . . . . .
- No. Transferred . . . . . .
- No. Died . . . .
- No. of Desertions . . . . . .

I CERTIFY, ON HONOR, That this Muster Roll exhibits the true state of Captain company of the for the period herein mentioned; that each man answers to his own proper name in person; that the remarks set opposite the name of each officer and soldier are accurate and just, and that the valuation of all horses and horse equipments since the muster into service, was made by disinterested and good judges, and at fair and just rates.

Commanding the Company.

I CERTIFY ON HONOR, That I have at Chicago, on this Twenty Eighth day of January, 1862, carefully examined this Roll, and, as far as practicable, found the allowances, stoppages, and remarks to be justly and properly stated; and mustered the company for discharge; and it is hereby honorably discharged from the service of the United States.

J. Christopher
Lieut 16 Infy

Mustering Officer.

U.S.A.

Muster. Date of, January 28th 1862
Station: Chicago Ills

MUSTER ROLL of Captain *William W Bates'* Company (*A*) of the Regiment of Army of the U. S., (Colonel) from the day of *Enlistment* 1861, when last mustered, to the *28th* day of *January* 1862

PAY ROLL of the Company from the day of *Enlistment* 186 , when last paid, to the day of 186 .

No.	Names—Present and Absent	Rank	Enlisted: When	Enlisted: Where	Enlisted: By Whom	Period	Names—Present	Remarks	Due	Clothing	Balance Paid	Received Payment of—
1	William W Bates	Captain	Aug 25th	Manitowoc Wis	Wm W Bates	3 yrs	William W Bates	Has 64 men in Camp Sept 19th. Mustered in as Captain by J. T. [illegible] Capt 10th Regt U. S. A. Sept 25th 1861.				
1	Robert L Bell	1st Lieut	Aug 25th	Manitowoc Wis	Wm W Bates	"	Robert L Bell	Mustered in as 1st Lieutenant Sept 16th 1861 by Capt. J. T. [illegible]				
1	William H Mapes	2nd Lieut	Sept 17th	[illegible] Wis	Wm W Bates	"	William H Mapes	as private till Sept 23rd, then mustered as 2nd Lieutenant by [illegible]				
1	James O Smith	1st Sergeant	Aug 25th	Manitowoc Wis	"	"	James O Smith	as 5th Sergt from Sept 12 to Dec 6th, then as 1st Sergt.	Due Sutler 3.5–	34.91	70.99	−4 = 70.99 − 7.35 = 63.29
2	Norman C Pomeroy	Sergeant	Sept 20th	[illegible] Co Wis	"	"	Norman C Pomeroy	as Sergt from Sept 20th to Dec 6th then as 1st Sergt to Dec 6th then as 2nd Sergt	Due [illegible] 3.5–	30.50	56.01	− 5.60 = 50.41 pd.
3	Oliver H Shelford	"	Sept 25th	Racine Co Wis	"	"	Oliver H Shelford	as private to Dec 6th then as Sergt. Due Laundress [illegible]	Due Sutler 3.1–	29.63		
4	William H Beers	"	Sept 20th	Racine Co Wis	"	"	William H Beers	as private to Dec 6th then as Sergt		30.75		
5	Albert L Robinson	"	Sept 2nd	Manitowoc Wis	"	"	Albert L Robinson	as corporal from Sept 25th to Dec 6th then as Sergt	Due Sutler [illegible] Due Laundress 1.65	37.25		Albert L Robinson
1	George Humphrey	Corporal	Aug 25th	Manitowoc Wis	"	"	George Humphrey	as 1st Sergt from Sept 12th to Sept 20th then as private to Dec 6th	Due Sutler 2.00 Due Laundress 2.00	35.00	[illegible]	− 5.63 = 50.45 [illegible]
2	Charles L Everhart	"	Nov 20th	Burlington Wis	"	"	in furlough	as private to Dec 6th		24.43	15.77	Paid
3	William Leard	"	Sept 10th	Manitowoc Wis	"	"	William Leard	as private to Dec 6th. Due Laundress 50	Due Sutler 2.00	37.50	40.12	− 4.62 = 36.51 [illegible]
4	Simon Spencer	"	20th	[illegible] Wis	"	"	in furlough	as private to Sept 28th then as corporal	1.00	33.75		
5	John Ritter	"	20th	"	"	"	John Ritter	as private to Dec 6th then as corporal	3.00	34.25		
6	James L Rice	"	2nd	Racine Co Wis	"	"	James L Rice	as private to Dec 6th then as corporal		26.75		James L Rice
7	Palmer W Niles	"	6th	Manitowoc Wis	"	"	Palmer W Niles	as private to Sept 28th then as corporal		38.87		Palmer W Niles
8	Orrin S Houghton	"	5th	"	"	"	in furlough	as private to Dec 6th then as corporal		31.25		O S Houghton
1	Calvin S Russell	Musician	26th	Racine Wis	"	"	Calvin S Russell	as Musician from Oct 14th. Due Laundress 50	12.50	31.50	31.70	− 1.50 = 30.20 − 2.05 = 27.45
2	Samuel D Leland	"	12th	Manitowoc Wis	"	"	in furlough	as Musician from Oct 14th	17.00	30.00	44.18	
1	Horace F Marsh	Wagoner	12th	"	"	"	in furlough	as Wagoner from Dec 6th		32.25	54.25	[illegible] Paid in full [illegible]
1	Allen James H	Private	Nov 6th	"	"	"	Allen James H		Due Sutler 3.00	33.12	18.16	− [illegible] = 17.54 − 1.75 = 15.81
2	Allen Emerson C	"	Sept 12th	"	"	"	Allen Emerson C	Discharged and final statement given Jany 28th	4.50	35.25		
3	Atwood John	"	Nov 19th	"	"	"	Atwood John		2.50	33.63	14.37	− 1.44 = 12.93 − [illegible] = 12.50
4	Benjamin Andrew J	"	Sept 3rd	Racine Wis	"	"	Benjamin Andrew J	Detailed as cook to [illegible] from Jany 17th to Jany 28th [illegible]	2.50	36.25	38.94	− 3.00 = 35.94 pd
5	Bettendorff Charles H	"	Oct 10th	"	"	"	in furlough sick		Due Sutler 14.00	33.25		
6	Bevair William	"	Nov 5th	Manitowoc Wis	"	"	Bevair William		4.00	33.00		
7	Bierle Joseph	"	Sept 5th	"	"	"	Bierle Joseph		10.00	32.00	52.92	− 5.30 = 47.62 − 45 = [illegible]
8	Bankleman Leonard	"	5th	"	"	"	Bankleman Leonard		1.00	33.50	52.50	− 5.25 = 47.25 − 75 = 46.50 [illegible]
9	Blackmer Horatio	"	Nov 9th	"	"	"	Blackmer Horatio		1.00	34.25	18.98	− 1.90 = 17.08 [illegible]
10	Burdeau Eugene	"	Sept 9th	"	"	"	Burdeau Eugene	Due Laundress 15 cts		33.50		
11	Doucet Joseph D	"	5th	"	"	"	Doucet Joseph D		2.00	30.13		Joseph D Doucet
12	Downey Patrick	"	20th	"	"	"	Downey Patrick		5.00	33.76	40.44	− 4.65 = 36.39 pd
13	Edwards James	"	10th	[illegible] Co Wis	"	"	Edwards James	Due Laundress 10 cts		34.55		
14	Eyer Michael	"	10th	Elkhart Ind	"	"	Eyer Michael		1.50	34.25		Michael Eyer
15	Evans John B	"	12th	Manitowoc Wis	"	"	Evans John B		6.00	34.25		
16	Francis Brock	"	20th	[illegible] Wis	"	"	Francis Brock		2.25	35.00	36.22	− 3.44 = 32.78 pd.
17	Gault Edwin W	"	20th	Racine Co Wis	"	"	Gault Edwin W	Due Laundress 15	18.00	33.88	31.85	− 3.19 = 28.66 − [illegible]
18	Gibson Theodore C	"	Oct 10th	"	"	"	in furlough		6.50	31.63	32.90	
19	Gilbert Carl C	"	Sept 10th	Manitowoc Wis	"	"	Gilbert Carl C		7.00	34.25		
20	Green Taylor	"	10th	"	"	"	Green Taylor	Discharged and final statement given Jany 28th	2.50	33.13		
21	Greiner Albert	"	10th	[illegible] Co Wis	"	"	Greiner Albert		2.00	34.88		
22	Hoag Washington L	"	Oct 25th	[illegible] Wis	"	"	Hoag Washington L	Detailed on extra duty as cook in hospital from Oct [illegible]		32.25		Washington L Hoag
23	Harris James B	"	Sept 5th	Manitowoc Wis	"	"	Harris James B		Due Sutler 5.00	34.25	46.84	[illegible]
24	Henry John A	"	Dec 7th	Waterford Wis	"	"	Henry John A	Due Laundress 25 cts		34.63		John A Henry
25	Hoeckel Robert	"	Sept 5th	Manitowoc Wis	"	"	Hoeckel Robert		18.00	37.50	40.19	[illegible]
26	Hope George	"	Nov 19th	"	"	"	Hope George		18.00	29.25	14.63	− 1.46 = 13.17 [illegible]
27	Holbrook Marcus	"	Sept 7th	"	"	"	Holbrook Marcus		4.00	35.50	53.79	− 8.08 = 45.71 − [illegible]
28	Hoskins Charles	"	Oct 19th	"	"	"	Hoskins Charles	Discharged and final statement given Jany 28th	5.00	36.87		
29	Hill Jenkins W	"	Nov 22nd	Waterford Wis	"	"	in furlough		2.00	33.00	7.56	
30	Howick John C	"	Sept 6th	Manitowoc Wis	"	"	Howick John C	as Sergeant from Sept 25th to Dec 6th [illegible]	1.50	25.00	60.75	[illegible]
31	Johnson Peter	"	5th	"	"	"	Johnson Peter		7.50	35.00	42.79	− 4.28 = 38.51
32	Kendall Charles	"	Nov 25th	"	"	"	in [illegible]			26.00		
33	Kellner Leopold	"	Sept 12th	"	"	"	Kellner Leopold	Due Laundress 25 cts	7.00	27.50	47.15	[illegible]
34	Kelley Don C	"	Nov 25th	"	"	"	Kelley Don C			31.75	15.32	[illegible]
35	Knoll Peter	"	Sept 18th	[illegible] Wis	"	"	Knoll Peter		1.00	35.00		
36	Lisken Lowell	"	Sept 10th	Manitowoc Wis	"	"	Lisken Lowell	Due Laundress 15 cts	2.00	37.50	48.55	[illegible]
37	Lovell William C	"	Nov 6th	"	"	"	Lovell William C		4.00	34.25	19.18	− 1.92 = 17.26 [illegible]
38	Leet Isaac	"	Sept 17	St Joseph Ind	"	"	Leet Isaac		5.00	37.50		
39	Mattes William H	"	Aug 25th	Manitowoc Wis	"	"	Mattes William H			30.87		William H Mattes
40	Monroe George	"	Sept 12th	"	"	"	in furlough		9.00	35.00	46.29	
41	Monroe George H	"	12th	"	"	"	George H Monroe		9.00	34.25	46.79	George H Monroe [illegible]

MUSTER ROLL—(Continued.)

PAY ROLL—(Continued.)

Pay due from last paid
Sept 8th

No.	Names—Present and Absent (privates in alphabetical order)	Rank	Enlisted: When	Where	By Whom	Period	Names—Present	Remarks	Clothing: Dolls	Cts	Balance Paid	Received Payment of—	Witness
42	Moage Maxim	Private	Sept 8th	Manitowoc Wis	Wm W Bates	3 years	Moage Maxim	due Sutler 10.00	32	75		Maxim Moage	
43	McHent John	"	Nov 25	"	"	"	McHent John	" " 1.00	28	62		John McCourt	
44	McCann Richard	"	Sept 19th	Janesville Ills	"	"	McCann Richard	" " 1.00	35	70			
45	Moon Fernand H	"	" 20	Centreville	"	"	Moon Fernand H		38	40			
46	Münch Francis	"	Nov 20	Manitowoc Wis	"	"	Münch Francis	detailed on extra duty as nurse in hospital from Nov 28th to Dec 28th	28	75	16 12		
47	Nelson Peter	"	Sept 10th	"	"	"	Nelson Peter	due Sutler 7.00	35	00	40 88		
48	Parsons Joseph W	"	Nov 25th	"	"	"	Parsons Joseph W		27	55		Joseph W Parsons	
49	Parents William	"	Sept 9th	"	"	"	Parents William	Due Laundress 2.50; due Sutler 6.00	36	81	37 99		
50	Poland Solon	"	" 5th	"	"	"	Poland Solon	as Corporal from Sept 28th to Dec 8th; " " 1.00	39	25	55 62		
51	Rasmier George W	"	Nov 25th	"	"	"	Rasmier George W	" " 1.00	32	40			
52	Reboresky Ferdinand	"	Sept 20th	"	"	"	Reboresky Ferdinand	" " 1.00	35	55	43 19		
53	Rice Elisam H	"	" 20	Racine Wis	"	"	in furlough		32	75			
54	Robinson Henry M	"	" 20	Burlington Wis	"	"	Robinson Henry M	Due Laundress 2.50; " " 2.00	26	55			
55	Russell James	"	" 21st	Manitowoc Wis	"	"	Russell James	as Corporal from Sept 28th to Dec 8th; Due Laundress 2.50; " " 5.50	34	81	45 16		
56	Russell Hiram H	"	" 20th	Lakota Ills	"	"	Russell Hiram H	Due do 1.50; " " 1.00	38	25	39 92		
57	Sterling Joseph C	"	Aug 8th	Manitowoc Wis	"	"	Sterling Joseph C	as Corporal from Sept 28th to Dec 8th; Due do 1.50; " " 2.00	32	00		Joseph C Sterling	
58	Seger Cornelius	"	Nov 1st	Walnut Ills	"	"	Seger Cornelius		33	13			
59	Seger William H	"	Nov 25	Burlington Wis	"	"	Seger William H	" " 4.00	33	26			
60	Shea Daniel C	"	Dec 4th	Racine Wis	"	"	in furlough		35	46			
61	Shelly Michael D	"	Sept 15	Elkhart Ind	"	"	Shelly Michael D	" " 5.00	33	38			
62	Smith James	"	" 2d	Manitowoc Wis	"	"	in furlough	" " 6.00	39	26	54 25		
63	Smith Henry	"	" 30th	Racine Wis	"	"	Smith Henry	" " 4.00	32	00	36 66		
64	Soper John	"	" 12th	Manitowoc Wis	"	"	in furlough	" " 6.00	34	55			
65	Spooner Seth	"	Sept 28	"	"	"	Spooner Seth		32	00	59 56		
66	Sweet Reuben	"	Nov 20	Holmesville Wis	"	"	Sweet Reuben		35	80		Reuben Sweet	
67	Tinkler Jacob	"	Sept 16	Janesville Wis	"	"	Tinkler Jacob	Due Laundress 2.50; " " 5.00	32	00			
68	Thistlewaite Thomas	"	" 7th	Manitowoc Wis	"	"	sick furlough	detailed as Cook in hospital on extra duty Sept 1st to Dec 1st, 40 cts per day; " " 4.00	32	00	37 47		
69	Thornton Rice	"	" 10th	"	"	"	Thornton Rice	" " 5.00	35	00	42 23		
70	Torrison Ole	"	" 5th	"	"	"	Torrison Ole	" " 4.00	33	80			
71	Turpin Alfred	"	" 12th	"	"	"	Turpin Alfred	" " 5.00	35	63	46 31		
72	Uller Spencer	"	Oct 1st	Racine Wis	"	"	Uller Spencer	" " 2.00				Spencer Uller	
73	Vallier John L	"	" 10th	"	"	"	Vallier John L	" " 6.00	36	18		John L Vallier	
74	Vorte Andrew	"	Sept 28th	Manitowoc Wis	"	"	Vorte Andrew	" " 5.20	36	25	35 19		
75	Warren James	"	" 15th	Grandville Ills	"	"	Warren James	" " 2.00	33	00	46 69		
76	Wright William H	"	Nov 25th	Manitowoc Wis	"	"	Wright William H	" " 2.00	35	45		William H Wright	

William H Sweet
Lorenzo Knapp

MUSTER AND PAY ROLL

Company ( )
Regiment of
From the day of
To the day of
Received (A.G.O.)

Recapitulation.

BOOKS AND BLANKS.

August 22nd 1861 written authority was given by Colonel J W Wilson, who was commissioned by the Secretary of War at Washington to Capt William W Bates of Manitowoc Wisconsin to raise the company.
Sept 12th the company was sworn in at Chicago by Capt J T Weeden 4th Sept 1861.
Sept 19th the company marched from quarters in Chicago to Camp Hill 4 miles.
Sept 28th the company organized by the election of permanent officers.
During the month of October the officers and from 10 to 50 men were employed building barracks at Camp Douglas 4 miles from Camp Hill.
Oct 29th the company and the Regiment broke camp at Camp Hill and marched to Camp Douglas where they went into barracks.
Jany 28th 1862. The company was mustered out of service by order of Secretary of War.

96 80
[illegible]
$104

I CERTIFY, on honor, that this Muster Roll is made out in manner required by the printed notes; that it exhibits the true state of Captain William W Bates Company (24) of the Regiment of for the period herein mentioned; that the "Remarks" set opposite the name of each officer and soldier are accurate and just; and that the "Recapitulation" exhibits in every particular the true state of the company, as required by Regulations and the Rules and Articles of War.

STATION: Camp Douglas Illinois
DATE: January 28th 1862

Capt William W Bates
Commanding the Company.

I CERTIFY, on honor, that I have carefully examined this Muster Roll, and that I have mustered and minutely inspected the company, the condition of which is found to be as expressed in my remarks hereunto annexed:*

DISCIPLINE:
INSTRUCTION:
MILITARY APPEARANCE:
ARMS:
ACCOUTREMENTS:
CLOTHING:

Inspector and Mustering Officer.

~~[illegible]~~
~~[illegible]~~
525.00
300.25 — 585.40
429.33
$3216.29

folio 3174.42

WE CERTIFY, on honor, that we actually employed the servants, and owned and kept in service, the horses, for which we have received payment, for the whole of the time charged, and did not during any part of the time, employ a substitute servant. The names and description of our servants are below. We also certify that the non-commissioned officers and privates of the company to which we belong, who are made up for pay, &c., as having horses and arms, actually owned and had them in service, for the time paid for, although in some cases, they may not have been valued. We also certify that we witnessed the payment of the whole company.

William W Bates Captain, servant named Cornelius Thomas
Robert C Hill 1st Lieut. do Lewis Thompson
William H Mapes 2d Lieut. do Jacob Jones

Book 1861, Sept. 18

Muster-in Roll of Captain ……………… Company, in the ……………… Regiment, (……………… Brigade,) of ……………… Volunteers, commanded by Colonel ……………… called into the service of the United States by ……………… from the Twelfth day of September 1861, (date of this muster,) for the term of ……………… unless sooner discharged.

Names—Present and Absent.	Rank.	Age.	Joined for Duty and Enrolled. When.	Where.	By whom Enrolled.	Period.	Traveling.	Valuation in Dollars of Horses	Horse Equipments	Remarks.—	
William W. Ball	Capt.	35	August 27	Amboy, Ill.	William W. Ball	3 yrs	165			Mustered in ~~[illegible]~~ ~~Sept~~ 28 September 18[illegible]	by Capt. G. T. [illegible]
Robert G. Bell	1 Lieut	36	″ ″	″ ″	″ ″ ″	″ ″	″				by Capt. G. T. [illegible]
George Humphrey		38	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Seth Warner		29	″ 29	″ ″	″ ″ ″	″ ″	″			″ ″	
James O. Smith		28	″ 31	″ ″	″ ″ ″	″ ″	″			″ ″	as 2 Sergeant 28 September
Joseph G. Sterling		27	″ 31	″ ″	″ ″ ″	″ ″	″			″ ″	″ 8 Corporal 28 Sept
William H. Mabel		24	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Lovel Aldrich		37	Sept 2	″ ″	″ ″ ″	″ ″	″			″ ″	″ 5 Sergeant 28 Sept
James Smith		36	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Orin S. Broughton		24	″ 3	″ ″	″ ″ ″	″ ″	″			″ ″	
Albert L. Robinson		30	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	as 2 Corporal 28 Sept
Marion Moore		23	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
William N. Frost		26	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Solon Poland		33	″ 6	″ ″	″ ″ ″	″ ″	″			″ ″	as 6 Corporal 28th Sept
Ole Iverson		19	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Joseph D. Forrest		30	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Lowell Lisham		19	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Robert Shackles		21	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
John B. Herrick		45	″ 6	″ ″	″ ″ ″	″ ″	″			″ ″	as 3 Sergeant 28 Sept
Palmer W. Mills		26	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	as 4 Corporal 28 Sept
Erastus O. Davis		46	″ 7	″ ″	″ ″ ″	″ ″	″			″ ″	as Drummer Discharged Nov. 1st 61 on Surgeon's certificate
Thomas Stillwood		21	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Mark Holbrook		19	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
George Preston		35	″ 9	″ ″	″ ″ ″	″ ″	″			″ ″	
Patrick Hogan		42	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Joseph Bailey		30	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Samuel Bergeman		33	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
James W. Harris		37	″ 9	″ ″	″ ″ ″	″ ″	″			″ ″	by Capt. G. T. [illegible]
Eugene Brenton		31	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Peter Green		24	″ 10	″ ″	″ ″ ″	″ ″	″			″ ″	
Carl E. Gilbert		25	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Henry White		35	″ 11	″ ″	″ ″ ″	″ ″	″			″ ″	
Nils Hanson		21	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Hollis Nelson		20	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Samuel L. Clark		45	″ 12	″ ″	″ ″ ″	″ ″	″			″ ″	
Nils Johnson		23	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Leopold Keltner		15	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
George Moore		45	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Alfred Serpin		19	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Horace L. Church		22	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	as 3 Corporal 28th Sept
John B. Leonard		19	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Aaron Knapp		25	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Lela Vogler		22	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Emerson E. Allen		19	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
George H. Howard		19	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
William H. Mayles	2 Lieut	30	″ 17	Warren Co. Ill.	″ ″ ″	″ ″	60			″ 11	as 2nd Lieut 28th Sept
Walter Herrington		36	″ 18th	″ ″ ″	″ ″ ″	″ ″	″			″ ″	″ 1 Sergeant 28 September
Daniel Dyer		25	″ ″	Elkhart, Ind.	″ ″ ″	″ ″	75			″ ″	
Michael Dyer		28	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Michael E. Shelly		25	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Jacob Dyer		20	″ ″	″ ″	″ ″ ″	″ ″	″			″ ″	
Isaac Lutz		23	″ ″	St. Joseph, Ind.	″ ″ ″	″ ″	65			″ ″	
George W. Whitney		25	″ 18	Galena, Ill.	″ ″ ″	″ ″	219			″ 18	as 7 Corporal 28 Sept
David S. Whitney		16	″ ″	″ ″ ″	″ ″ ″	″ ″	″			″ ″	as Drummer
Thomas Forty		31	″ ″	″ ″ ″	″ ″ ″	″ ″	″			″ ″	
James Edwards		45	″ ″	″ ″ ″	″ ″ ″	″ ″	″			″ ″	
John H. Dixon Transferred		20	″ ″	″ ″ ″	″ ″ ″	″ ″	″			″ ″	
John M. Huffman Transferred		45	″ ″	″ ″ ″	″ ″ ″	″ ″	″			″ ″	
Peter Hinchel		42	″ ″	″ ″ ″	″ ″ ″	″ ″	″			″ ″	as ~~[illegible]~~ a Wagoner
Jacob Koehler		26	″ ″	″ ″ ″	″ ″ ″	″ ″	″			″ ″	
August Eisenacher Transferred		44	″ ″	″ ″ ″	6 ″ ″	″ ″	″			″ ″	
Michael Granger		31	″ ″	″ ″ ″	″ ″ ″	″ ″	″			″ ″	
Richard McKay		46	″ 19	″ ″ ″	6 ″ ″	″ ″	″			″ 19	
Nathan J. Gordon		35	″ ″	Lasalle Co. Ill.	″ ″ ″	″ ″	91			″ ″	
Henry Mayfield		26	″ 21	Amboy Co. Ill.	″ ″ ″	″ ″	165			″ 21	as 5th Corporal 28 Sept
John Lindfield Transferred		26	″ 23	Lafayette Co.	″ ″ ″	″ ″	152			″ 23	
James Wilson		44	″ ″	Grundy Co. Ill.	″ ″ ″	″ ″	100			″ ″	
Benjamin B. Adams		31	″ ″	Warren Co. ″	″ ″ ″	″ ″	60			″ ″	

MUSTER-IN ROLL—Continued.

No. of each Grade.	Names.—Present and Absent.	Rank.	Age.	When.	Where.	By whom Enrolled.	Period.	Traveling.		Valuation		Remarks.—
	John Potts		21	Sept. 23	Racine Co. Wis	William W. Bates	3 years	60				Mustered in Sept. 23rd by Capt G. T. Worden
	Moses W. Johnson		23	" "	" "	" "	" "	"				" "
	Thomas B. Moore		24	" "	" "	" "	" "	"				" "
	Norman E. Ramsey		27	" 24	Rock Co "	" "	" "	"				" 24 as 4th Sergeant 24th Sept
	William Leard		37	" "	Manitowoc Wis	" "	" "	165				" "
	Simeon Spencer		42	" "	Racine Wis	" "	" "	60				" " as 8 Corporal 25 Sept.
	Ellery W. Gault		19	" "	Racine Co Wis	" "	" "	65				" "
	Patrick Tierney		29	" "	Manitowoc "	" "	" "	165				" "
	Anthony Ferdinand		22	" "	" "	" "	" "	"				" "
	Andrew Vogts		24	" "	" "	" "	" "	"				" "
	William Parsons		23	" "	" "	" "	" "	"				" "
	Valentine Vogt		19	" "	" "	" "	" "	"				" "
	Henry Smith 1st		19	" "	[illegible] Co. Wis	" "	" "	115				" "
	John T. Phelps		20	" 25	Winnebago Co Wis	" "	" "	215				" 25
	Elisha S. Bigelow		32	" 26	Kenosha " "	" "	" "	58				" 26 Fifer by Capt G. T. Worden
	William Brough		19	" "	Jefferson Co. Wis	" "	" "	219				" "
	Hiram W. Bigelow		19	" "	Lake " "	" "	" "	40				" "
	Buck Lawson		38	" 30	Wilk " "	" "	" "	"				" 30
	William H. Bliss		25	" "	Racine Co "	" "	" "	60				" "
	Henry M. Robinson		32	" "	Racine " Wis	" "	" "	75				" "
	Henry Smith 2nd		42	" "	" "	" "	" "	"				" "
	Ambrose S. Benjamin		34	" "	" "	" "	" "	"				" "
	Edwin A. Rice		44	" "	" "	" "	" "	"				" "
	Lewis L. Rice		37	" "	" "	" "	" "	"				" "
	Oliver H. Sheldon		30	" "	" "	" "	" "	"				" "
	Marquis E. Branch		24	Oct. 2	Lake Co. Ill	" "	" "	90				Oct 2
	Henry C. Bond		45	" 9	Fulton " "	" "	" "	219				" 9
	Spencer Vetter		29	" 10	Racine " Wis	" "	" "	65				" 10
	Schuyler H. Bellknapp		22	" "	" "	" "	" "	"				" "
	John S. Walker		20	" "	" "	" "	" "	"				" "
	Theodore E. Gibson		24	" "	" "	" "	" "	"				" "
100	Charles Kirbok	[illegible]	19	" 14	Manitowoc	" "	" "	165				" 14 [illegible] Christopher [illegible]
	Geo. F. Harrington	"	36	" 22	[illegible]		" "	85				20th
	Christian Sayler	"	24	Nov. 1	Walworth Co	" "	" "	80				Nov. 1st
	William Caldwell	"	21	Nov 4	Manitowoc	" "	" "	165				Nov 4th
	James H. Allen	"	20	Nov 6	do	" "	" "	165				Nov. 6th
	George W. Rennie	"	38	Nov. 8	do	" "	" "	165				Nov 9th
	William Bordie	"	19	Nov 9	do	" "	" "	165				Nov. 9th
	Horatio Blackmar	"	23	Nov. 8	do	" "	" "	165				Nov. 9th
	George Hope	"	22	Nov 19	do	"	"	165				Nov. 25th
	John Atwood	"	20	Nov 19	Fox River	"	"	85				Nov. 25th
	Reuben Doxey	"	22	Nov 21	Walworth Co Wis	"	"	102				Nov. 25th
	Francis Minch	"	40	Nov 22	Manitowoc Wis	"	"	165				Nov. 25th
	Ezekiel W. [illegible]		44	Nov 25	Racine Co Wis	H. M. Robinson	"	95				Nov. 28th
	William H. Geary	"	27	Nov. 28	Dubuque Iowa	W. H. Ritter	"					
	Charles S. Graham	"	28	Nov 28	Racine Wis	H. M. Robinson		90				Nov 28th
	Don D. Kellogg	"	19	Nov 28	Manitowoc Wis	J. E. Clark		165				Nov 28th
	William S. Wright	"	33	Nov 28	Manitowoc Wis	J. E. Clark		165				Nov 28th
	John McLeod	"	26	Nov 28	Manitowoc Wis	J. E. Clark		165				Nov 28
	Alphonso Kendall	"	27	Nov 28	Manitowoc Wis	J. E. Clark		165				Nov 28th
	Joseph H. Parsons	"	40	Nov 28th	Manitowoc Wis	J. E. Clark		165				Nov 28
	Daniel Edmund Shea	"	23	Dec 4th	Racine Wis	C. S. Graham		62				Dec 4th

William Jones 21

Marion Mann

transferred from Collins Co. Jany 23.

~~transferred fro~~

I certify, on honor, that this Muster-in Roll exhibits the true state of Captain ___ Company of the ___ for the period herein mentioned; that each man answers to his own proper name in person; and that the remarks set opposite the name of each officer and soldier are accurate and just.

Commanding the Company.

Date:

Station:

We certify on oath, That the figures opposite the names on this Roll, for valuation of horses and horse equipments, represent and show the true cash value of the horses and equipments of the men, respectively, at the place of enrollment, according to our honest impartial judgment.

Appraisers.

Sworn to and subscribed before

Mustering Officer.

Date:

Station:

I certify, on honor, That I have carefully examined the men whose names are borne on this Roll, their horses and equipments, and have accepted them into the service of the United States for the term of ___ from this ___ day of ___ 186_.

Mustering Officer.

Date:

Station:

1875, Nov. 4

State of Illinois }
Cook County }

In the matter of the Estate of Benjamin F. Bates, deceased, and the title to the East twenty five (25) feet of Lot twelve (12) of Block four (4) School Section addition to the City of Chicago, County of Cook and State of Illinois —

Stephen Bates being first duly sworn on oath deposes and says, that Benjamin F. Bates, late of the City & County of N. York, departed this life on or about the 15th day of March AD1868

That said Benjamin F. Bates died intestate, and left surviving him a widow, Annie F. Bates — but no children or lawful issue —

This deponent is the father of said Benjn F. Bates, and deponents first wife, ~~Mary~~ Esther Bates his mother — died on or about AD1838.

That said Benjamin F. Bates left surviving him the following named brothers and sisters viz. William H. Bates Mary Ann Bates married to John J. McCallum, John H. Bates, Thomas H. Bates, James S. Bates, Robert H. Bates, Charles A. Bates, and Willard C. Bates, all being above the age of twenty one years except Willard C. Bates, who was born

June 2d AD1859 -

That Rachel M. Bates, a sister of the deceased (married to Chas. Parker died on or about July 11th 1867, leaving two children surviving her two children a boy named Benjamin and a girl, name unknown

The foregoing named persons are all the survivors and heirs at law of said Benjamin F. Bates deceased -

And deponent further states that there are no unpaid debts or claims against the estate of said Benjamin F. Bates deceased

Subscribed and sworn to before me this 4th day of November AD1875. } Stephen Bates

Henry W. Booth.
Notary Public, Cook County, Illinois

J. D. Harvey

Affidavit of
Stephen Bates.

21788,

Genealogy

STATE OF ILLINOIS, } ss.
COOK COUNTY. }
No. 56765

RECORDED
NOV 4 A. D. 1875
at 3 o'clock P. M
in Book 53 of Records, Page 134
J. W. Stewart
RECORDER

6

RECEIVED BY MUSEUM
JUN 12 1912
WISCONSIN HISTORICAL SOC.

17. State specifically the dates of the birth respectively of the complainants Willard W Bates, Benjamin B Tisdale and Tillie Parker?

18. State whether you acted in any capacity as agent or otherwise for the heirs of Benjamin F. Bates, or any of them in the negotiation of a loan on said premises & if the same was made & if so by whom and state whether & if so to whom said premises were conveyed to secure the same. and by whom said conveyance was signed?

19. ~~State if you know whth~~ If in reply to interrogatory 18. you acted as agent ~~for~~ in the negotiation of such a loan for Stephen Bates, ~~state whether you~~ and that the ~~said was~~ premises were conveyed to Joel D Harvey to secure said loan & was signed by Stephen Bates and Mary Esther Bates, state also the character &

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JUN 12 1912
WISCONSIN HISTORICAL SOC.

[illegible] and Esther Bates

[illegible] Stephen [illegible] was only [illegible]

agent & attorney for the heirs of Benjamin Peters

of them in the negotiations [illegible] and

presence of the same was made upon [illegible]

estate while upon [illegible] and presence.

were conveyed to secure the same, as they

whom said conveyance was signed.

19 State if you know ~~which~~ If in reply to

interrogatory 18 you stated as agent for the

application from the Comp Stephen Bates ~~[illegible]~~

~~[illegible]~~ and that the ~~[illegible]~~ presence

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JUN 12 1912
WISCONSIN HISTORICAL SOC.

were conveyed to Jas. Stoney to secure notes and

was signed by Stephen Bates and Mary

Esther Bates. State also the character of

[1891?]

capacity in which and purpose for which said Mary Esther Bates signed the same?

20. State what if anything occurred in such negotiation between you & said Harvey concerning the signature of Willard C. Bates to a quitclaim deed of said premises to said Stephen Bates? prior to the ~~execution~~ said ~~21.~~ negotiation?

21. State whether anything was said or done in relation to said Willard C Bates signing said deed, ~~but~~ by and between said Harvey, Stephen Bates and yourself. and state for whom you acted in the matter? and what gave rise to the same?

22. State the rental value since they came into possession of said defendant, stating value as to each part?

[1891?]

FOSTER, McARDLE & JACKSON,
ATTORNEYS AND COUNSELORS,
CHAMBER OF COMMERCE BUILDING,
S. E. COR. LA SALLE AND WASHINGTON STS.
ROOMS 613-614.

TELEPHONE 5352.

SAMUEL B. FOSTER,
EDWARD J. McARDLE.
SAMUEL W. JACKSON.

Chicago, 189

1. Do you now know & if so, how long have you known the premises known as the NE¼ & SE¼ Lot 12 B 4 School Sec Addn to Chicago?

2. Do you know & if so state who occupied them prior to the month of March 1868. State fully?

3. If you state that Benjamin J. Bates either by himself or his tenants, occupied them, State if you can whether he occupied as owner or otherwise. & whether he so owned & occupied them until his death?

4. How long had you known said Bates & was he related to you?

5. Do you know, when & where he died, & whether he ever made a last will & testament, & if so state?

6. Was he ever married, if not, was his father or mother alive at the time of his death? Give their names?

7 State whether his father or mother was married more than once?

8. State the names and of the children of his father and mother?

9 Give the names of such of his father and mothers children as were living at the time of his death?

FOSTER, McARDLE & JACKSON,
ATTORNEYS AND COUNSELORS,
CHAMBER OF COMMERCE BUILDING,
S. E. COR. LA SALLE AND WASHINGTON STS.
ROOMS 613-614.

TELEPHONE 5352.

SAMUEL B. FOSTER,
EDWARD J. McARDLE.
SAMUEL W. JACKSON.

Chicago, 189

10. Give the names of those who died in his lifetime and dates of death and as to such of those who died, as were married & had any children give the ~~name~~ date of marriage & ~~date~~ names of children and dates of birth respectively?

10a State whether at the time of the death of said B. F. B there was any other child or children, of his parents living other than those you have already mentioned or any other descendant or descendants of a child?

11. State who took possession of said premises on B. F. Bates death, for whom, for what purpose and how long ~~then~~ they retained possn & to whom & under what circumstances possession was parted with?

12. State fully the circumstances under which the quit claim deed was made by Wm W Bates & others including Willard C to Stephen Bates. & those under which the Trust deed was made to Joel D Harvey?

Questions

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[1891?]

Questions and Answers.

1. Do you Know & if so how long have you Known the premises, (described) Known as the N. E. ¼ & S. E. ¼ Lot 12 B. 4 School section addition to Chicago?

Ans. I Know those premises and have Known them since the time they were conveyed to ~~of their purchase by my father, Stephen Bates, in the name of~~ my brother, Benjamin F. Bates ~~day for 25 years past.~~ the conveyance now before me bearing date the 20th day of August 1866

2. Do you Know, and if so, state who occupied them prior to the month of March 1868?

Ans. I Know that my father with his family occupied said premises from the time of their purchase by my brother Benjamin F. Bates until March 1868, and afterward. ~~My brother furnished the money to buy said premises for a home for my father, and the title was obtained in my brother's name. My brother never lived there. His business was in Chile and Peru, South America. At the time he arranged with my father to buy him a home he was on a visit to Chicago, and he was then without a wife or family.~~

3. If you state that Benjamin F. Bates either by himself or his tenants occupied them (the said premises) State if you can whether he occupied as owner or otherwise, and whether he owned and occupied them until his death?

Ans. I have stated that my father occupied the premises, ~~and~~ them under said Benjamin F. Bates ~~in my view~~ he occupied ~~as owner. His obtaining the title in my brother's name was voluntary. My brother never knew of it till afterward. My brother's intention was to give my father a home, this I knew from his own lips. He returned to Peru, had the yellow fever in Callao, and died there in March 1868, having made no will that was ever discovered. Before he died a few months he was married to a woman from Boston, in Callao. In the way the title was situated, this misfortune gave the widow half the property.~~ At the time of my brother's death, my father and stepmother was living in the premises as before stated. Father's name was Stephen Bates, stepmother's name was Mary Esther Bates.

tet

&7 questions omitted, as above statement answers them.)

. State the names of the children of his father and mother (and stepmother)?

Ans. The names of the children of father and mother were, William W. Bates, Benjamin F. Bates, Mary Ann Bates, Thomas Bates, Rachel Matilda Bates, and Joshua Bates, John W. Bates. The names of the children of my father and stepmother were Thomas Walter Bates, George Aaron Bates, James Stephen Bates, Robert Henry Bates, Charles A. Bates, a daughter ~~which I think was~~ named Emma Rebecca Bates, and Willard C. Bates. There may have been and I think there were a child or two more that died in infancy. These names I remember.

9. Give the names of such of his father's and mother's (and step-mother's) children as were living at the time of his death?

Ans. Wm. W., Mary Ann, and John W. of my mother's children, and Thos. Walter, James Stephen, Robert Henry, Charles A., and Willard C. Bates.

10. Give the names of those who died in his life-time, and dates of death, and as to such of those who died as were married and had any children give the ~~dates~~ of marriage and name of children and dates of birth respectively?

Ans. The names of those children who died in his lifetime were Thomas and ~~Joshua~~ that died in infancy, Rachel Matilda, who died, on or about July 11, 1867 ~~I think shortly before he did – cannot now give the date~~ leaving two children, and George Aaron, who died in 1862, and Rebecca, who died in 1866 or 1867. The only brother or sister who died and left children as heirs was Rachel

Matilda, who was twice married and left a son named Benjamin B. Tisdale, and a daughter named Tillie Parker. I cannot state the time of marriages or dates of birth respectively.

10a State whether at the time of the death of said Benjamin F. Bates there was any other child or children of his parents living other than those you have already mentioned or any other descendant or descendants of a child?

Ans. No ~~—~~ other than I have mentioned, except two ~~to my best~~ children of my own, and two of my sister Mary Ann. recollection, I would refer to a statement of the heirs of the property made by my father at the time the loan was made of Joel D. Harvey, which I knew then was correct.

11. State who took possession of said premises on B. F. Bates's death, for whom, for what purpose and how long they retained possession, and ~~to~~ whom and under what circumstances possession was parted with?

Ans. No one took possession, but my father had and kept possession at the time of my brother's death, and until he went to California, which was in 1876, I think, and meantime the quit-claim deeds were obtained from his children, the mortgage given to Joel D. Harvey, and the widow in Boston settled with. During this period, and when living in the house, 183 W. Van Buren St. on said premises, he deeded the property to Capt. James Garrett, and Garrett afterwards deeded to my stepmother subject to the mortgage to Harvey. My father went to California to get a home there, my stepmother remained in the possession of the premises, and after a while moved to California, the premises being occupied by tenants who paid rent to her until the sale under the mortgage was made.

12. State fully the circumstances under which the quit-claim deed was made by Wm W. Bates and others, including Willard C. to Stephen Bates, and those under which the trust deed was made to Joel D. Harvey?

Ans. The quit-claim deeds were made by all my father's children to restore his right to a home on those premises, and to re-invest him so far as they were able with the title which they knew it was my brother, Benjamin F. Bates', intention to give him, my brother then having no encumbrances in the world and having acquired considerable wealth in South America. In taking title in my brother's name, my father thought the property might be safer than in his own name, and would always be his home. Not having the means of settling for half the property with the widow of Benjamin F. Bates, and not wishing to pay rent to her, his idea was to make a loan of money and settle with the widow, improve the property and rent what he did not need to occupy with his own family. Willard C. Bates was willing to do as the other children did. He lived at home with his father, and deeded his share in the property to him, but being a minor his deed was rejected by Harvey, and it was not accepted by my father, and to make full security to Harvey — I joined in the note to him. The deed of the widow, who had by this time married in Boston was made to my father to enable the loan to be obtained out of which she got her share of the property. I will add that I took out letters of administration on the personal property of my brother in New York city, of which he was a resident before going to South America. The real estate could not be administered upon, because of minor heirs living.

13 State if you know how the property came to be sold under the mortgage deed, and whether the purchasers under that sale were informed of the fact that minor heirs were living?

Ans. My father and his family had made their home in California, I was expecting to remove from Chicago, the rents were not well collected, my name was on the note to Harvey and it seemed more advantageous and business-like to close up the estate in Chicago than to hold it, and it was therefore agreed to sell the property and let the title be obtained from Harsey. A customer for the property was sought. It was offered to Mr. D. J. Lovejoy, who owned two houses and lots all but one lot next adjoining to the west, and a price agreed upon, and it was agreed to have the mortgage sale advertised and Lovejoy take title under it, he being informed of all the facts regarding the heirs that had not conveyed to Stephen Bates, and a list of the names and places of residence of said heirs was given him by myself. One of the defendants, Mrs. McLoon, heard of the sale, and was referred to Lovejoy. She offered him to share the purchase with him, and to take the house and lot on Boston avenue, he to keep the house and lot on Van Buren St., and such an agreement was made by Lovejoy and Mrs. McLoon, and it was arranged with Harvey to sell the property in separate parts, and to loan Mrs. Mc Loon a portion of the purchase money. Mrs. Mc Loon also was informed of the living of minor heirs, and it was the understanding between Lovejoy, Mrs. Mc Loon and myself that on the coming of age of the youngest heir they would buy up the interest of all the heirs when required so to do, and which they understood they would have to do to complete their titles. The information of this arrangement, and the facts of the sale were communicated by me to all the minor or other heirs, and all have expected a settlement in conformity therewith.

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Genealogy

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ATTORNEYS AND COUNSELORS,
CHAMBER OF COMMERCE BUILDING,
S. E. COR. LA SALLE AND WASHINGTON STS.
ROOMS 613-614.

TELEPHONE 5352.

SAMUEL B. FOSTER,
EDWARD J. McARDLE.
SAMUEL W. JACKSON.

Chicago, 12th May 1891.

Mr William W. Bates
1347 Q. Street N.W.
Washington D.C.

Bates et al v Parkhurst et al

Dear Sir,

I have made a thorough examination of the facts and law in this case so far as I have been able from the material at my disposal and find the following.

Benjamin F. Bates died intestate on the 15th March 1868, seized in fee of the East half of lot 12 Block 4 School section addition to Chicago leaving him surviving heirs at law as follow. Annie F. Bates his widow Stephen Bates his father, Will~~ard~~iam W, Mary Ann, John W, James S. Thomas W. Robert H, Charles A & Willard C brothers and sisters and Benjamin B. Tisdale and Tillie Parker nephew & niece, children of Rachel M. Bates (twice married) a sister

By deed bearing date the 12th January 75. Wm W. Thos W. Chas. A & Robert H conveyed their interests to Stephen Bates In the same deed Willard C. joined purporting to convey his interest but at the time of its execution was a minor.

By deed of 2nd June 75 John W. conveyed his interest to said Stephen, by deed of 20th Sept. Mary A. (Bates) McCallum conveyed her interest to said Stephen and by deed of 1st Sept 75 Anna F (Bates) Richards conveyed her interest to said Stephen.

On the 26th of October 75. the date of the trust deed next mentioned Stephen Bates had acquired the interests of all the heirs except those of James S. and Benjamin B Tisdale and Tillie Parker, and except ~~that~~ the right of Willard C. in respect of his execution of the deed during his minority.

Stephen Bates, who was joined by Mary Esther his wife conveyed these premises by Trust Deed to Joel D Harvey and on the 25th July 77 Harvey foreclosed the deed and conveyed the N/2 of the premises to defendant McLoon and the S/2 to Henry E Watkins whose administratrix on the 20th July 82 conveyed to defendant Parkhurst.

On the 1st March 1876 James S. Bates conveyed his interest to Mary Esther Bates. Prior to this she had acquired her husband equity of redemption in the premises.

This suit is for partition of the entire E/2. Willard C, Mary E. Bates, and Mr Tisdale & Miss Parker are complainants and McLoon & Parkhurst are defendants.

Defendants rely upon several defences. To the entire bill they assert (1) complainants have no such rights or interests as they claim, (2) they set up a continuous and adverse possession of the premises from the time of the Harvey deeds, and the payment of taxes under these deeds for 7 years concurrent with possession. To the claim of Willard C. they make the additional defence that he conveyed his interest to Stephen who conveyed to their grantor, To the claim of Mary Esther they claim that she claims as grantee of James S. and acquired his title for their benefit.

Opinion.

I am of opinion that none of these defences can prevail against the claim of Tillie Parker. The suit was commenced on the 3rd Oct. 87. She attained her majority - 18 years - on the 11th June '85. Possession & payment of taxes, under our statute, affords no bar against a minor if suit be commenced within 3 years after end of minority. This will also apply to Mr Tisdale if on the 3rd Oct 87 he were under the age of 24. being 3 years more than 21. the age of majority for males in Illinois. As to his age I am not advised. Under no circumstances can the other defences set up be relied upon against either of these

As to the claims of Willard C. and Mary Esther they are not by any means free from doubt. It is impossible in advance of hearing the testimony to say whether or not the defence of Possession & payment of taxes, under the deeds referred to will or can be established. So many elements go to make up the defence. Amongst these are the conditions that the deeds, relied upon as color of title were received bona fide & without notice of our parties' claims, the possession must be adverse & continuous and the payment of taxes must be concurrent with possession and be made by the party relying on the defence or his grantor &c.

The execution of the deed by Willard C. may defeat him. He has stood by for 7 or 8 years after reaching his majority before proceeding to disaffirm it. This may be held by our Courts an unreasonable delay in the absence of fraud or some other circumstances. Our Supreme Court has held that the minor should disaffirm within 3 years.

The question presented by the defence, against Mary Esther, that the title acquired by her from James S. inured to the benefit of the defendants is a very interesting one with the chances slightly in favor of her claim. Our Statute provides that where a person not having an interest, conveys an estate in fee and such person afterwards acquires an Estate in the land such subsequently acquired estate is held in trust for the grantee & is held to inure to his benefit. In this case Stephen Bates sold and conveyed, by trust deed, but his wife Mary Esther was a grantor in that deed also & the chief question for the Court will be, was she a grantor of an estate within the statute or did she join merely to release dower. That the latter was her object we cannot doubt but the deed is apparently absolute in form & it is questionable whether Evidence will be admissible to show the real facts.

As a matter of precaution I would advise the procuring of a tax abstract and if any taxes have been

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allowed to go in arrears. Our parties proportions of them should be paid. No delay should be permitted. The case if you deem it proper to pursue it should be go in shape for trial and pressed. It seems to me that the young peoples' interests are intact unless cut off by tax titles.

Kindly advise me of your determination in the matter with as little delay as possible

Respectfully submitted
Edward J McArdle

Ben Bates

Genealogy

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1874, Sept. 15

Buffalo, Sept. 15th/74

At a meeting of Shipbuilders called at the Office of Capt. E. P. Dorr for the purpose of revising the Building Book for Lake Vessels — Called to order by Capt. Dorr, ~~&c~~

On motion of Mr. Kirby the meeting was organized by calling Mr. John W. Griffiths to the Chair.

On motion, Mr. Wm W. Bates was appointed Secretary.

Capt. E. P. Dorr then addressed the meeting very fully and ably on the History of Lake vessel Inspection.

On Motion of Mr. Jones the thanks of the meeting ~~was~~ are then returned to Capt. Dorr for his ~~able~~ interesting address, and request that ~~he have~~ it be published in the news papers.

~~Voted to adjourn to meet again at 2 P.M.~~

On Motion of Mr. Jones, the meeting extended an invitation to Mr. Wm Craig, Iron Shipbuilder of Buffalo, to attend the sessions of the ~~that~~ Council.

Voted to adjourn to meet again at 2 P.M.

It was agreed to use for Keel, White, or Burr and Yellow oak, Rock maple, Rock Elm, Sweet Gum, Hickory and Red Beech.

For Stem, ~~Stern~~post Transom, White or Burr oak, Tamarack, Black Walnut

For Apron ~~and deadwoods~~ & Inner post, White or Burr Oak,

Floor timbers, White, or yellow, Burr oak, oak, Black or red Birch, Rock Elm, Red Beech, Maple Black Walnut, White Chestnut, Hackmatack.

First & Second futtocks, White or Burr oak Black Walnut, Rock Elm, Black or Red Birch, Hackmatack, White Chestnut.

For Toptimbers, Red Cedar, White or Burr oak White Chestnut, Hackmatack, Locust, Red or Rock Elm.

For Knight Heads, White or Burr oak, Locust,

~~For Keelsons &~~ Deadwoods, White or Burr oak, Hackmatack, Chestnut, Red & Rock Elm, ~~Red~~ ~~Yellow~~ Hard or pitch pine,

For Keelsons, White or Burr oak, Red & Rock Elm, Hard or pitch pine, Beams, White or Burr Oak, Hackmatack, Red or Yellow Pine, White Chestnut.

Ceiling, Clamps, Shelf pieces, Bilge stakes, White or Burr Oak, Hackmatack, Norway or Yellow pine, Red or Rock Elm.

x Breast Hooks, Pointers, Hold stantions, Knees, the same woods. ~~White or Burr Oak, Samarack~~, and center Boards, Bot — —

Outside plank below water, White or Burr Oak, Rock or Red Elm, Black Birch, Hickory, Rock maple (Red or Yellow Pine and Hackmatack in vessels with solid bottoms.)

Outside planking above water, White or Burr Oak, Hackmatack, Norway or Yellow Pine,

Plankshear, Rails, & Stringers, the same woods.

Deck Plank and waterways, White or Yellow Pine.

Hatch and mast Coamings, White or Burr Oak, Locust, Black Walnut, Mahogany, Cherry, and White Pine for Mast coamings.

Rudder Stocks, White or Burr Oak, Locust,

Note. In the judgement of this Board Pine and Hackmatack should not be used on Lake Vessels for outside plank.

---

x Head Ledges to be oak

(Masts and Spars; White and Red Pine, & Spruce),
Voted to adjourn until to tom — at 9 A.M.

Wednesday, Sept. 16th.

Meeting called to order, Proceedings of yesterday read and approved.

Present, all the members but Mr. Hardison, and Jones; and Mr. Peck made his first appearance.

After some informal discussion upon the subject of proportioning the frames of vessels, the meeting was addressed by Capt. Dow upon the importance of maintaining a high standard of character for vessels.

Voted to adjourn to 2. P.M.

Meeting called to order, and on motion voted to adopt the old siding of Keel.

✓ Stem and Sternpost sided double the depth of rabbets, except at the cross seam ~~post head~~ where the sternpost ~~it~~ should be equal in size to the rudder post.

✓ Voted to strike out the line in Table on spacing frames.

✓ Voted to strike out all in Table about frames.

✓ Voted to adopt the cross section of Main and rider Keelsons as it is in the old Table.

✓ Voted to adopt the cross section of Assistant Keelson

✓ Voted the Transom be in cross sectional area ~~to~~ ~~3ft~~ 12 x 18 for 1000 Ton vessel.

✓ Voted that the proportions of beams, and their spacing be left to an Article for the same to be arranged hereafter.

✓ Scarphs of Keel and Keelsons not less in length than five times the Siding size.

✓ Voted to leave the outside planking to a seperate article.

Voted that Rail & Plankshear be 5 inches thick. (1000 Tons)

The Deck to be 3 inches thick. (1000 Tons)

Waterways when used 8 in sq.

✓ Covering Boards when used, the Same as Table.

Fastening. The large bolts in Keel, Keelson, Deadwood, &c be one inch and one eighth

Scarphs the same as table

Transom, Hooks, 1 1/8th.

Fastenings Clamps, Knees, & beams equivalent to 7/8 iron.

of Waterway, shelf piece, stringer the same as Table.

of Bilge strakes - as in Table

Bolts through plank & ceiling as in table,

Number of bolts in scarphs the same as table

Spike, as the Table is amended.

Voted that the Centre Board Box be built as in the old Book, but of two thicknesses of plank,

Voted to adopt the old Table of Ground Tackle for single deckers, altering old & new Tonnage.

Voted to consider the question of iron strapping at another time

Voted to omit the article of deadrise.

Voted to ~~make~~ have a special consideration of the article relating to Chain plates.

Voted to adjourn, tomorrow. 9. A. M.

Sept. 17th

Met pursuant to adjournment

Voted to adopt the article in old Book on Mast steps.

Voted that any sufficient ~~system~~ method of making the Rudder Case perfectly water-tight may be adopted.

Voted, to adopt the article on Pumps as amended in old Books

Voted to adopt, Shifting Boards

voted to adopt the article on Salting

Voted that vessels built with chocked frames be salted between the timbers,

Voted to adopt the Gangway clause,

Voted to adopt the article on through bolting and about solid floors as amended.

Voted to adopt the clause on arches as amended.

Voted to adopt article on Bowsprits,

Voted to consider the article on Framing.

Voted to make the area of cross section of frame at keel equivalent to the following rule; Siding equal to half the timber-room and space moulding equal to half inch to foot of moulded breadth at keel for 1000 ton vessels, moulded at head 7 inches, with a true taper from head to heel with the depth of timber added thereto at the bilge.

Floors ~~not~~ of midship body in length not less than three-quarters the breadth of vessel; and to have no butts over the keel.

The Top timbers may be of timber one inch less in siding than the floors.

Spaces of frames may be gradually increased at each end not exceeding ten per cent for one-fifth the length of vessel.

Bilge planks 6 inch thick. otherwise the same as in old book.

Breast hooks and pointers ditto

Voted that the Clamps come 3½ ft. below the Shelf piece, Shelf pieces 3 ft. wide from the Clamp, Clamp 6 inches thick ~~from~~ clear of notching, (~~if notching is used~~) without notching

First strake of shelf 5 in, second strake 6 in, and beams notched as and third strake 5 in. Clamps & Shelf pieces to be keyed in the seams at alternate frame spaces with keys two inches thick and 4 in wide. Edge bolted. ~~Scarphs~~ Clamps to be in not less than four ~~or~~ strakes. scarphs not less than 6 ft. hooked or keyed.

Lower deck clamp ~~7 x 12~~ to be formed by the bilge strakes (6 inch), stringer on top of beams 5 x 10, fasten with 7/8 bolts.

Ceiling up to clamp to be not less than one and one half inches thick, Ceiling on the flat of floor 3 inches.

Beams ~~may be~~ to have a cross section of 30 sq. inches per foot of length of vessel for ship of 35 ft. beam, 1000 tons – may have one beam for each frame to each frame or one to alternate frames. Beams to diminish ~~in~~ area (or siding) for 1/5th of each end of vessel (See Veritas Rules).

5x12
6x11

Stanchions to be well secured to the beams and to the keelson.

Bulwark stanchions to run up on every frame.

Mast Partners as in old Book

Outside plank of bottom to be not less than 4 inches with solid bottoms, and not less than 5 on bottom flat, 6 inch bilge (whole width of the inside strakes) plank above bilge 4½, up to abreast of lower edge of clamp, thence upward 5½ in, notched on. Not over 8 in wide above light waterline.

Note: fit up in grading

Caulking same as veritas rule.

Sept. 18th.

Met pursuant to adjournment

Voted, that the planking & ceiling may be tapered to 3 inches thickness at rabbets from a distance of 1/5th from each end No rabbet less than 3 inches. 1000 Ton vessel

Voted that the stringers under main rail be at least 10 by 3 outside, and inside 18 x 4 in, notched one inch over stanchions in two or more strakes. Fastened 3/4 iron 3 bolts in and out, 3/4 bolts edgewise ~~one bolt up & down~~ between the ~~alternate~~ stanchions. Head of stanchion to be boxed into rail, but no bolt into head of stanchion.

Voted to adopt the ~~clauses &~~ Rule or Table in Record ~~Veritas~~ showing equivalent sizes of treenails and bolts fastenings.

Voted to adopt the principle of thinning out the fastening at the extremities of the vessel according to Lloyds, Record, & Veritas.

Voted that fastening be by the day

Voted that this standard of vessel without straps be limited in length to 13 times the depth of hold.

✓ Exceeding 13 times the depth to be iron strapped, &c.

✓ Sheer – Maximum sheer to be 4 ft. for'd & 2 ft. aft.

✓ Voted to adjourn for Dinner.

Met at 2 P.M.

Voted to adopt the Scantlings of Canal vessel as Mr. Keefe reports and it was amended.

✓ Voted to adopt the Table of Years of the Veritas for the woods of vessels.

✓ Voted that the chain plates shall be ~~equal~~ ~~to~~ 25 per cent more in strength than the shrouds which they fasten. (Work out a Table of rigging and Plates)

✓ Voted to adopt the Veritas Rules for sizes of rigging.

✓ Voted that vessels over 13 ~~times~~ and under 14 ~~times~~ depths in length be iron diagonal strapped as follows: viz 4 × ½ inch every other timber space, with band extending at least from head to head of ~~bands~~

" " " " forward and aft straps at gunwale.

vessels over 14 and up to 15 depths strapped with 4 x $\frac{5}{8}$ inch iron - & so on

Windlass for 1000 Ton equivalent to ~~a No. 6~~ Emerson's No. 6.

Boat sufficient to carry the crew.

Equipment - (same as Lloyds).

Caulking (see Lloyd's Rule)

Adopt the Veritas Rules

Voted, to appoint a Committee of five to continue and complete the work of the Council.

On taking separate ballots for members of Committee, Bates, Kirby, Jones, Humble, Keefe, and Griffiths were elected the Commr.

(Mr Keefe resigned & Mr Griffiths was elected in his place)

Voted, that when a Survey is held upon any vessel injured from collision, stranding, disaster, or any other cause, if the repairs called for be not fully made, she shall be liable to lose her classification.

Voted to adjourn at the call of Secy, when we do so,

Voted thanks, to Capt. Dorr.

Voted, to adjourn —

W. W. B.

1886, Nov. 4

Proposal to build a Hull of a Steam Yacht.

Chicago, Nov. 4th 1886.

George C. Walker, Esq.
Chicago, Ill.
Sir.

I hereby propose to build at Geneva Lake for you a Hull of a Steam Yacht, finished with cabin on deck, and an awning-deck to extend from aft to forward of machinery and within ten or twelve feet of bow, according to the Specifications which follow.

Model. – The form of boat to be adapted for a fair degree of speed, with light draft of four to four and a half feet at stern and about two and a half feet at bow, with good stability and safe motion in a sea-way. The form of stern to be roomy on deck abaft of cabin. All the plans of building to be made by the undersigned.

Dimensions. – The size of said hull to be ample for the accommodation of machinery suitable for a speed of not less than twelve miles an hour and the carriage of fifty passengers, – the length on deck not less than fifty-eight nor greater than sixty-four feet; the breadth not less than twelve nor greater than thirteen feet.

Keel. – The keel to be of pine with a shoe of oak, sided eight inches at the shaft line, and tapered to four and a half inches at the stem, and two and a half inches at the bottom, to be moulded deep the whole length - not less than twelve inches in the shoalest place, well fastened together with bolts.

Frame. - The timbers of the frame to be of oak, steamed and bent to form, except that the floors may be made from straight wood or hackmatack knees. The frames to be from sixteen to eighteen inches or less apart, moulded not less than two and a half nor more than three inches at the keel and from one and three-quarters to two inches at the plank sheer. The timbers to be planed three sides for painting.

7.8 9.11
3)11(7 7.8
7 .6
94

Keelsons. - The keelson to be of pine not less than three by five inches, bolted to floors and keel, with half inch iron. The boiler and engine keelsons of pine to be screw-bolted to timbers.

Clamps, and stringer. - The clamps and stringer under beams to be of pine, in one strake of each, bolted through timbers with screw-bolts, and the stringer to beams with screw-bolts. The clamp and stringer strakes to be not less than four by inch and a quarter in size, planed.

Ceiling. - The inside of boat to be uncovered except engine-room floor and coal bunker spaces, which shall be ceiled with matched lumber.

Beams. - The beams to be of pine not less than inch and a quarter thick and two and a half inches deep at the ends; one beam to each second frame, and fastened thereto—all beams planed.

Deck.—the decking to be of pine, laid in narrow strakes, not wider than three inches, nor less than one full inch in thickness, blind-nailed to beams, and one strake to another, and the seams caulked with cotton.

Planking.—The planking to be of pine, of sound, good shipbuilding quality, planed both sides, not less than inch and a quarter when finished on the boat, fastened with boat nails, with the heads puttied. The caulking to be of cotton with the seams puttied.

Hard Pine 1 1/2

Planksheer and Rail—the planksheer to be of pine, flush with deck, but half inch thicker. The rail to be of oak or yellow pine, not less than inch and a half by four inches, fastened to heads of frames with three and a half inch wood screws, and the same at scarphs.

Bulwarks.—the bulwark to be of pine, not less than five-eights thick, beaded outside to represent strakes.

Engine and boiler hatch, to be of suitable size, the coamings of pine, finished with a moulding at the top, the part in wake of the boiler to be raised and covered over so that the space may be utilized. The machinery space to be open around the engine and fire-room.

Steering.—the steering-wheel to be located close abaft the engine-hatch, and forward of cabin, the tiller connection to be made by chains below the deck. The wheel may be set horizontal. The contractor for machinery to make an iron rudder and tiller and shoe complete, the contractor of hull to furnish wheel and chains and put all parts into place for working.

Timber-heads, and Chocks. - To be suitable oak timber-heads, two aft and one forward, for securing boat to dock, and midships to be an oak cavil at each side for convenient tying-up at landings. Placed opposite to said heads and cavils to be brass chocks secured to rail for the leading of lines.

Fender-wale. - The fender-wale to be of pine, with oak nosing, extending from the luff of bow to the quarter, fastened with screw-bolts through clamp.

Machine Carpenter work. - The shaft hole through deadwood, the holes for all holding-bolts through the hull, the engine and boiler bedding of wood work, and all proper carpenter work in connection with erecting machinery to be done by the hull contractor as required by the engineer.

Awning-deck. - The upper or awning-deck to be built and supported in the same manner as on board the Yacht "Lulu", formerly Dora.

Cabin. - The cabin to be on deck abaft the machinery, built in panel-work, except overhead, and to be situated against the rail at each side, the rail being widened a few inches if necessary for a fair view of side and rails.

The aft end of cabin to contain a wash-room on one side and private closet on the other, both rooms fitted with tanks for water, which the contractor for machinery shall furnish with pipe connections, to pump, and to outside discharges, the contractor for hull doing all cutting and boring that may be required. The water closet to be fitted with lead pipe, bowl and seat, and the wash-room with marble-slab and bowl in the usual manner. There shall be two doors forward and one aft, and one door to each of the retiring rooms, fitted with locks, or bolts as may be necessary. The length of cabin to depend upon the space available abaft the engines, whether the same shall be ten or twelve feet. There shall be only a narrow style between the windows of the sides. The aft end to be without windows, and the front to have one between the doors.

and a sliding door to shut off hall

Flagstaves. - Three in number to be furnished and erected.

Painting. All woodwork to be painted two coats with lead paint of first quality, the second coat in such colors as the owner may choose.

Launching. - The boat to be finished and launched by the first of May 1887.

Materials and workmanship. - All the materials for the building and completion of the boat to be of good quality, and the workmanship of first class character. Any omissions in these specifications necessary to a complete job of work in building said boat to be supplied and done by the contractor the same as if included herein.

Price. — the price for building said Hull, according to foregoing specifications, and exclusive of any extra work that might be ordered by the owner, to be fixed at #3,100.00

Dollars. Payments, to be made as follows: Five Hundred dollars when this proposition is accepted: Two hundred and fifty dollars when the keel is laid; Five Hundred dollars when the frames are raised; Seven hundred and fifty dollars when the boat is planked; Five hundred dollars when the deck is laid; Two hundred and fifty dollars when the upper-deck is laid; and the balance when the boat is launched and completed.

Wm. W. Bates.

To Wm. W. Bates.

Sir:

The above proposal and specification for building a yacht hull is hereby accepted, and I agree to make the payments as set forth from time to time as the work progresses, and when the job is completed, and in all to pay the price of

for the said hull.

Chicago Ill. Feby 19th 1887.

Wm W. Bates.
Chicago, Ill.

Sir:- I propose to do all the joiner work on the yacht now building for Geo. C. Walker ~~at~~ Lake Geneva Wis. for the price of Three hundred and fifty 00/100 (350) dollars. This work to include labor on bulwarks, upper deck, setting flag-staffs, laying canvas, making steering wheel and setting, engine and boiler enclosure, including sliding doors, one on each side for access to fire-room, cabin, including all panels, window frames, setting sash, making and setting doors, partitions, setting wash-bowl, urinal, and closet, also carlins for upper deck, setting stanchions and fitting hardware &c. all to be done in good workmanlike manner and subject at all times to your inspection and approval. You to furnish the material necessary on my requisition to John Hancock your Foreman in charge, and the mill work on the sash and stanchions. Men in my employ to be paid by you from time to time and amounts deducted from the consideration $350 above named. Work to begin Feby 23d 1887 and finished on or before Apr 30th 1887

1887 Signed Wm Noblett

I accept the above proposition Wm W. Bates
By L. W. Bates

Canal Schr

Dept of Keel Moulded & Sided 6 × 12
Stem & Stern Post " 12 head S.Post 14
Floor Timbers Sided 5 in
Moulded at Centre 13 in
" Head 6 in
Moulded at Bilge 1 inch More than straight of Bilge Timber, Taper Exclusive
Distance between Centre 24 inches
Main Transom Sided & moulded 12 × 16
Main Kelson " " 15 × 18
Assistant Kelsons " " 6 × 12
Beams Moulded at Centre & Ends 7½ × 6
Beams Sided 10 inches when Placed at alternate Frames
" " 6 inches every Frame
Garboard Edge & Through Bolted 5 in
Plank for Bottom Outside & inside outside 3½ & 2½ inside
" Bilge " Edge Bolted 5
Plank on Side in and out 3½ by 3½ or 4 or 3 in
Bilge Kelsons Scarphed. Hooked or Keyed 5 in
Clamps Rail & Plankshear 4 in
Shelf Piece 2½ ft Wide 4½ in & 3½ | to be let into Beams by being canted 1 inch into Beam
Stringers 3 inches by 1/3 the space Rail & Plankshear

Breast Hooks &c

RECEIVED BY MUSEUM
JUN 12 1912
WISCONSIN HISTORICAL SOC.

Noblett contract

Paid Mch 3d by check
$24.03 on a/c

1.25	Fare
8.75	(7 Ride ticket
$34.03	Paid to Mch 8.

FROM
ADAMS & WHITE,
Successors to YOUNG, LOCKWOOD & CO.,
Stationers, Blank Book Manufacturers
AND PRINTERS,
209 and 211 Main St., BUFFALO, N. Y.

PROOF SHEET.

Mr. Wm. W. Bates.

Specifications
of
Walker Yacht
1887.

[1887, ca. Feb.?]

RECEIVED BY MUSEUM
JUN 15 1912
[illegible] [illegible] SOC.

[1887, cir. may?]

L. W. Bates in a/c
With Geo. C. Walker Boat.

	Dr.	Cr.
By check rec'd from W. W. Bates	500.00	50
" " " " " " "	300.00	
Insurance paid		15.80
Voucher No 1		169.16
" No 2 (check Bank of Geneva) J. Hancock back pay 13.00 " board 13.50 26.50		26.50
" No 3		8.76
" No 4 Pay Roll		116.43
" No 5 Check No 13 Wm Noblett		24.03
" No 6 Bill Austin & Boynton		24.00
" No 7. Frt Paid Chge Paid Mis. Expenses		18.05
" No 8 Carsley & East		27.25
" No 9 Express to W. W. B. 30.00 Chgs. 1.00		31.00
" No 10. H. Channon		8.20
		$469.18
Balance		330.82
Bill of Barker Lumber Co. No 11		47.00
Balance chgd to L. W. Bates		$283.82
add check from W. W. B to J. M. B.		100.
		383.82

Lake Geneva, Wis., March 23 1887

Mr W. H. Bates

Bought of **Barker Lumber Co.** Dealers in

Lumber, Lath, Blinds, Shingles, Sash, Doors and Mouldings.

Mar	2	456 ft 1/2 in	30	13	68	
		8 Pcs 12 in 16 ft. A stock 128 ft.	45	5	76	
		4 " 10 in 14 ft. A " 48	40	1	92	
		250 ft 1¼ 2nd + 3rd clear	45	11	25	
		Cartage to mill + back to yard			50	
		" to boat house			25	
		Mill work on above lumber			30	
	10	75 ft # 4041	94		71	
		75 ft. # 4045	145	1	09	
		100 ft # 4079	75		75	
		75 ft # 4035	210	1	57	
		75 ft # 4083	.85		64	
		75 ft # 4057	65		49	
		900 ft # 4356	.90	8	10	
		75 ft # 4071	70		53	
✓		61 ft 1¼ 2 + 3rd cl	45	2	75	✓
✓		8 Pcs 10 in 16 ft A stock 104	40	4	16	✓
		Cartage			25	
		75 ft # 4058	60		45	
		200 ft # 4230	85	1	70	
	11	750 ft 5/8 3 in ceiling clear	35	26	25	
		Cartage			25	
		Bal Due		$83	35	

All but the charge on the 11th was included in our other bill.

B. L. Co.

The items 2.75 & 4.16 = $6.91 were not on the former bill.

Received Payment

Barker Lumber Co.

P.S. This Bill includes every thing up to Date March 23

Barker L. Co
upto
March 23.

After shipping Goods, and getting receipt for them in good order, our responsibility ceases, and we can allow no claims for damage or leakage.

A. H. Holden.
W. A. Brack.

Chicago, Apr. 15th 1887

M W. W. Bates, Lake Geneva, Wis.

Bought of A. H. HOLDEN & CO.,

MANUFACTURERS OF

THE CHICAGO ENAMEL PAINT,

Terms

236 LAKE STREET.

[Please pay no money to our salesmen, or accept drafts on us.]

3	Gal.	F.	3				
4	-	E.	4	7	@ 1 10	7 70	
1/4	-	Vermillion.			@ 3 00	75	
3	-	14	3				
1	-	45	1				
1/2	-	35	1/2	7	@ 1 00	7 00	
1	-	23	1				
1/2	-	2	1/2				15 45
1	-	20	1				

Paid 4/15/87. A. H. Holden & Co.
L.

Wm. Noblett
167 N[illegible]

Supply pipe 6 long 5/8
waste " 5 " 1½
6

---

2 right + 2 left.
mortice 1 3/8 x 3½" wide
Sliding door lock to left
Butts 3½ long + 3 open out
2 pair right, 2 left.
Chg Hancock 50
" Noblett 100

Boots

John G. Wren, Millard, O.B.
must oak bottom.
Lottie Wolf –

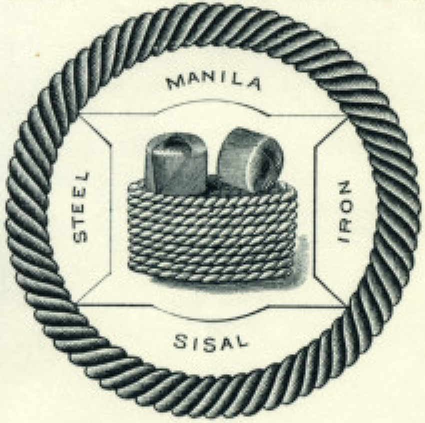
Donald McLeod
24 Market St

Payable in Funds Current in Chicago or New York.

Chicago, Apr 15 1887

W. W. Bates.

Lake Geneva. Wis.



BOUGHT OF

H. CHANNON COMPANY.

IMPORTERS OF

BEST ENGLISH CRUCIBLE STEEL AND CHARCOAL IRON WIRE ROPE.

MANUFACTURERS & DEALERS IN BLOCKS, CORDAGE, DUCKS, OILED GOODS, AWNINGS, TENTS, ETC.

SUPPLIES FOR MINES, FOUNDRIES, CONTRACTORS, LUMBERMEN, QUARRIES, MACHINISTS, FISHERMEN, SAW MILLS &c.

GENERAL SHIP CHANDLERY.

24 AND 26 MARKET STREET.

Terms.

Via.

34 lb #3/16 Chain	10	3	45		
6 - 4 1/4 x 1 Com Iron Sheaves	25	1	50	4	95
Mdse Last Month				16	50
				21	45

Paid
H C Co
H. G.

1887, apr. 18

Railroad Company's Receipt for Merchandise in good order constitutes delivery, after which our responsibility ceases. No allowance for Exchange or Express Charges. All Claims, Shortage or Deductions must be made within Five Days after Receipt of Goods. Our salesmen are in no case allowed to Collect Money without written authority.

ENAMELED, CUT, GROUND,
EMBOSSED AND
COLORED GLASS
POLISHED AND ROUGH
PLATE GLASS
GLUES AND SAND PAPER.

H. M. HOOKER,

WHOLESALE DEALER IN

French and American Window Glass,

PAINTS, OILS, VARNISHES, BRUSHES, ETC.,

57 & 59 W. Randolph St.

READY MIXED PAINTS.
SILICATE PAINTS.
BURNING AND LUBRICATING
OILS
ST. LOUIS WHITE LEAD.
SUPERFINE COACH COLORS.

Sold N W Bates

Gasoline and Naptha Sold for Mechanical Purposes Only.

Chicago, April 18 1887

TERMS .... Payable in Chicago.

BILLS NOT PAID AT MATURITY SUBJECT TO SIGHT DRAFT.

10 Light 16×30 French Double
1 " 30×30 " " 5 75

$1.00 extra for French,

PAID
H. M. HOOKER. 188
Per, A Dole

Chicago, April 18 1887

Mr Wm W. Bates

50
67
90
10
217

Bought of **BULLARD & GORMLEY,**

Wholesale and Retail Dealers in

Builders' Hardware, Cutlery and Tools,

106 LAKE STREET.

1M. 3-28-87.

4 Bronze Mort Lox	.50	2 00
4 " Knobs	67	2 68
4 Pr " Butts	.90	3 60
10/12 Dz " Sash lifts	1.00	83
10/12 " " lox	4.00	3 33
1 Hank Sash cord		45
20 - 4 1/2 to 1 1/4 rd. Hd 90#	3¢	2 70
		$15 59
1 Knob & Latch		1 42
4 Pr Escutcheons		40
		$17 41

RECEIVED PAYMENT
4/-8 1887
BULLARD & GORMLEY,
Per LDB

1887 [May?] 18

TERMS CASH.—Bills not Paid within 30 Days subject to Sight Draft.

C. J. C. WILL.
WM. ROBERTS.

Chicago, April 18th 1887

Mr A. W. Bates. (Geo. C. Walker's Yacht)

Bought of WILL & ROBERTS,

MANUFACTURERS OF

SASH, DOORS, BLINDS, FRAMES, MOULDINGS,

BAND AND SCROLL SAWING, TURNING, PLANING, &C., &C.

KILN DRIED DRESSED LUMBER.

Factory and Office, Cor. Market, Congress and Franklin Streets.

(P. 58)

11 pcs Cherry Sash	@ 1/-		11.00

Paid Will & Roberts

Chicago, 4/23 1887

Mr W. B. Bates

Bought of **BULLARD & GORMLEY,**

Wholesale and Retail Dealers in

Builders' Hardware, Cutlery and Tools,

106 LAKE STREET.

6¾M. 8 6 86.

2	Lead Weights 9" 18 7	1.26	
11	Ship Flush Bolts	165	
1	Sash Lift	8	
3	Pr Brass Butts & Scs	36	
1	Cupd Catch	20	
1	Pr Hinges	90	
1	Pr Door Pulls	10	
1	Gro Rd Hd Brass Scs 1-8	60	5 15

Cr
Returned

By 10	Sash Locks	3 33
11	" Lifts	77
		4.10

Paid $1.05 1.05

Bullard & Gormley

1

Enclosed: Bill signed by Napper
[1887, May ?]

[1887, May ?]

Pay Roll to Mch 2nd

47.50
1.87

Name	Weeks ending Feby Endg. 12	Feby 19	Feby 26	Total	Rate	Amt.	Rec'd Pay mt.
John Hancock	6	6	6	18	3^{00}	54.00	– John Hancock
Jim Hancock	6	6	5 1/4	17 1/4	2^{00}	34.50	– Js. Hancock
Wm Napper			2 3/4	2 3/4	3^{00}	8.25	– A E Napper
A. Napper			$ ·1 1/2	1 1/2	2^{00}	3.00	– A
Ted Napper			1 1/2	1 1/2	2^{00}	3.00	– E H Napper
Geo Moore			3/4 + 1/2 2 1/2	3 1/4	2^{25}	7.31	– Geo Moore
Rankin				3/4	~~250~~	1.87	
						111.93	
J Hancock	Board			3 wks Mch 1st	4.25	12.75	– John Hancock

(124.68
8.25
$116.43 voucher No 4

11.06
12.75
122.81

Joiners Time

Feby 26 Mch.

Wm Noblett	4 1/2
J. Hancock	3/4
Wm Bradley	

Deck Time Laying 11 1/2 days

" " Caulking 8 1/4 "

Nails 18# – 6d common
12# – 8d finish
2 – 6d finish
1 Seam brush .25
1 brush .55
2 gal Oil 1.20.
2# rosin 8d
9 Balls 18# @ 12d 2.16

Napper.

Deck 27.25
3.91
.25
~~8.25~~
39.41
25.75
13.66

17.50
8.25
25.75

3.00

3 x 12 – 16
4#

Note Bill
Extra deck
$35.55
to Mr. Walker

Voucher No 4

116.43

Bill Geo. C Walker
35.55

Settlement with Napper

[1887, May?]

Ticket a/c

Chqe also
Ticket Mch. 4th

1 Ride to Noblett 1.25
7 Rides to Noblett 8.75
$10.00

" " 4
3 Rides sent to Hancock

" " 9th
3 " given to Lizzie.

Payment of upper deck
250.00
Less ticket 12.50
$237.50

Note!

Noblett has recd $24.03
Tickets 10.00
$34.03

Napper is paid wages & rent in full to May 1st and is to render 1 day's work free.

There is bill at H. Shannons of 85 yds @ 12¢ and 3 pkgs. tacks about $11.00

Leslie's bid for paint is 3 coat. 75.00 including all.
2 " 55.00 " "

Notes Mch. 8

Contract

~~Estimate~~

Bank of Geneva books.

Book ______ Page ______

Chicago, Apr 27 1887

M Mr. W. Bales
Geneva Lake Wis

DURHAM SYSTEM SEWERAGE.
Factory, 367 and 369 Illinois St.

To **E. BAGGOT,** Dr.

GAS FIXTURES.

PLUMBING AND GAS-FITTING.

Telephone No. 261.

MADISON STREET AND FIFTH AVENUE.

13#	4 Lead Soil	1	04

PAID
APR 27 1887
E. BAGGOT,
Per ______

Enclosed in : Tarrant to Bates
1887, May 17

If not called for in Ten Days, return to

ROBERT TARRANT,

MANUFACTURER OF

Marine and Stationary Engines,

PROPELLER WHEELS,

CASTINGS AND GENERAL MACHINERY,

52 to 56 ILLINOIS STREET,

CHICAGO.

12
8 PM
87

W. W. Bates Esq
Buffalo
N. Y.

BUFF
May
4
PM
REC

Lake Geneva, Wis., May 12 1887

Mr W. W. Bates

BOUGHT OF **BARKER LUMBER CO.**

DEALERS IN

LUMBER, LATH, SHINGLES, SASH,

DOORS, BLINDS AND MOULDINGS.

March	28	1 Pc 6/8-22. 88 ft cull			
		1 " 8/8-22 117 " 205 ft	10	2 05	
April	11	160 ft 1/2 in	35	5 60	
		94 ft 1 1/2 finishing	42	3 94	
		15 Pcs 16 ft #1 fence flrg 120 ft	18	2 16	
		76 ft 5/8 Beaded ceiling	35	2 66	
	18	23 Pcs 4 in 16 ft fence flrg 123 ft	18	2 21	
		1 " 1/2 in 10 in 14 ft		35	
	19	1 " 12 in 16 ft A stock 16 ft	45	72	
	29	225 ft H H 35 b	90	2 03	
		Cartage		10	
May	3	21 ft 4 in flrg		42	
		5 ft wide clear board		25	
		18 ft 1/2 in	30	54	
		12 ft 3/4 in finishing	30	36	$23 39

Received Payment
Barker Lumber Company
W. P.

Enclosed: Envelope addressed to Bates
1887, May 14

MARINE AND STATIONARY
ENGINES
Propeller Wheels
—AND—
GENERAL MACHINERY.

Marine Engine Works.

Office of Robert Tarrant,

52 TO 56 ILLINOIS STREET,

Chicago, May 12th. 87. 188

W. W. Bates, Esq.

Buffalo, N. Y.

Dear Sir, In answer to yours of the 10th.

I do not know who the piping and plumbing of the cabin closets belongs to but do know that it does not belong to me as it is not referred to in my contract, neither has it at any time been mentioned as part of my work. If it is not in your contract, it probably belongs to Mr. Walker himself to look after. It never occurred to me to write to you that I did not consider the piping referred to, was part of my contract for the reason that I had no idea that anyone so considered it. The nearest that my contract approaches to this, is to say that I shall supply the pipe that furnishes the tank with water and this I have done.

Yours very truly &c.

R. Tarrant
Per Bernard.

Lake Geneva May 8at/1887

W. W. Bates Esq.

Dear Sir

I receivid your check for fifty Dollars please send the balance to father at Hobart Ind. because I dont know when I might leave her And Oblige

James Hancock

Receipt
Jas. Hancock
$50.

Lake Geneva Wis, May 21st 87

Mr. Bates
To Wm Napper & Sons

Balance due for work on steam yacht.	$ 15.50
Credit for lumber, iron and oakum	4.75
balance due	$ 10.75

Rec'd Payment
Wm Napper & Sons

Mr. Bates.

1887, May 27

Lake Geneva, Wisconsin.

M W. W. Bates by Hancock

To **T. C. SMITH & CO.** Dr.

DEALERS IN

HARDWARE, STOVES, TINWARE,

Paints, Oils, Glass, Tools and Farm Implements, Etc.

1887

		To	Amount Brot Forward	25 39	
April	12	To	2 7/12 Doz Bolts 2/	54	
"	"	"	3# Clinch Nails 6	18	
"	"	"	2 Doz Large Screws 10	20	
"	12	"	4 Ft Tinsck 4½	18	
"	"	"	Sash Rolls	05	
"	14	"	Cash Paid for Bolts	40	
"	15	"	2 Scrapers 4/	1 00	
"	"	"	1 Doz Screws 2/ Whiting 3	28	
"	"	"	1 Paper Tacks Each 5 & 6	11	
"	16	"	17½# Putty 5	88	
"	18	"	7# Putty 5	35	
"	19	"	Wire Brad	15	
"	"	"	Sand paper 10 = 2 Doz Large Screws 10	30	
"	22	"	27# com nails 4	1 08	
"	23	"	Turpentine 10 = 5# Putty 5	35	
"	"	"	8/12 Doz Bolts 2/	17	
"	26	"	Screws 10 = 1 Paper Points 10	20	
"	27	"	10# Spikes 4	40	
"	28	"	10# Spikes 4	40	
"	29	"	3# 10 Nail 4 Sand pa 10	22	
"	"	"	20# 60 Nail 4	80	
May	3	"	2# Nails 4 = Clinch Nails 6	14	
"	"	"	1½ Doz Screws 5	07	
"	5	"	1½# Sash Coard 2/ = 8 Bolts 4	70	
"	"	"	3# Putty 5 - Sand paper 10	25	
"	9	"	Wire Brads 05 Sand pa 10	15	
"	"	"	11 Flush Rings	1 38	
"	10	"	19# Gal Iron Tank 20	3 80	
"	"	"	Ven Red	07	
"	16	"	2 Doz Screws 4 = 1 Doz Brass Screws 5	13	
"	"	"	3 Brass Cabbin Hooks 15	45	40 77
			Cr		
Apr	14	By	11/12 Doz Bolts 2/	23	
"	16	"	Cash	25 00	
May	5	"	19# Spikes 4	76	25 99
					14 78

May 27, 1887

Received Payment

T. C. Smith & Co

Thanks

Post Office Box 227

Lake Geneva May 28
1887

Mr. Bates

Dear Sir

I received your letter last evening Your Son did send me a ticket with nine 9 rides on it, and the most of them was for your interest I think I have saived you double the amount on Lumber and put double the work on myself and the way I was delaid by the Engenere and Plumber I have not made common wages out of the job. Do as you would wish to be done by. for I nead the mony very bad and Oblige

Respt. Yours

Wm. Noblett

Hobart June 3d 1887

Miss M. Bates

Dear Madam
I received the draft all right
please sentd the Balance the
same way an Oblidge
Yours Respectifaly
John Hancock

June 2d 1887
Received from M. E. Bates
fifty dollars. 5$0 to apply to
account due me
John. Hancock

Geo. C. Walker. Wm. B. Keen, Jr. Geo. Keen.

Office of Geo. C. Walker & Co.
Royal Insurance Building.

Chicago, June 6th 1887

Miss. M. E. Bates.
527. W. Van Buren St.
Chicago.

Enclosed please find Check to order N. W. Bates $86.52 for following items:

Extra Cost of Narrow deck	$35.55
" " " Cabin	32.19
Fire Insurance	15.80
" "	2.98
	$86.52

(I gave him this from memory which is good isn't it?)

I have also sent check to day to E. Baggot for 1 Marble Slab which Mr. Bates asked me to pay for.

Please sign Enclosed receipt and return to me and oblige

Yours very truly
Geo. C. Walker
Geo. Keen

I have done so
W. L. B.

Receipts of
Walker's
Yacht

Wm W. Bates Dr to Wm Napper.

Enclosed in: [Pay Roll, [1887, May 3]]

By rent to May 1st per agreement in full.	17.50
By wages due to Mch. 3d 87	8.25
By One days work launching to be rendered	3.00
	28.75

Rec'd

Wm Napper

Wm W. Bates

1887, Mar. 8

Lake Geneva, Wisconsin.

M W. W. Bates Hancock

To **T. C. SMITH & CO.** Dr.

DEALERS IN

HARDWARE, STOVES, TINWARE,

Paints, Oils, Glass, Tools and Farm Implements, Etc.

1887				
March	8	To 5# 10 Nails 4		20
"	"	" 10# 8 Nails 4		40
"	"	" 10# 6 Nails 4		40
"	9	" 1 Gro. Screws 2/-		25
"	"	" 1 Gross Screws 20		20
"	"	" 1 Doz Large Screws		10
"	12	" 2# Clinch nails 6		12
"	"	" 20# 4 Nails 4½		90
"	"	" 1 Doz Bolts		25
"	17	" ½ Quire Sand paper 20		15
"	"	" 2# Clinch Nails 6		12
"	"	" ¼ gal Shellac 425	1	06
"	19	" 2 gal Raw Oil 55	1	10
"	"	" 12½# Keg White lead 7½		94
"	21	" ½ Quire Sand paper 20		15
"	23	" ¼ gal Shellac 425	1	06
"	28	" 15# Ven Red 3½		53
"	"	" 12½# Keg White Lead 7½		94
"	"	" 2 gal Raw Oil 55	1	10
"	"	" 1 Paint Brush		65
April	1	" 3½ Doz Doz Papers Tacks 40	1	53
"	"	" 5 gal Boiled Oil 60	3	00
"	"	" 25# White Lead 7½	1	87
"	2	" 6# Venetian Red 3½		21
"	"	" 1 10/12 doz Frame pulleys 35		65
"	"	" 5# 8 Casing Nails 5		25
"	"	" 5# 6 Casing Nails 5½		27
"	"	" 5# 4 Casing Nails 7		35
"	"	" 1 Gross Screws		25
"	4	" 2# Clinch Nails 6		12
"	"	" 2 Doz Lag Bolts 30		60
"	5	" 2 gallons Raw Oil 55	1	10
"	"	" 25# White Lead 7½	1	88
"	11	" 14½# Putty 4¼		65
"	"	" 1# Wire Brads		15
"	"	" ½ Quire Sand paper 2/-		12
"	9	" 2 gross Screws 20		40
"	"	" 1# Pat Brads 30		30
"	"	" 10# 4 Casing Nails 7		70
"	"	" 5# 6 Casing Nails 5½		27
		Forward	25	39

May 20 7.

George C. Walker, Esq.
Chicago, Ill.
Dear Sir:

Before writing an order to my Daughter for the balance due upon the Yacht, I would like to State a few points for your consideration.

I am very sorry the boat was not finished at the moment when you were ready to use her. I think you should charge this delay to the account of our friend Tarrant, for whom we had to wait three weeks before we could put the upper deck on - waiting for the Boiler to be put on board, as Mr. Hancock can tell you. Then Tarrant caused another delay since the launching and about that time by not promptly putting in the pipes into the closet. My contract reads: "The aft end of cabin to contain a washroom on one side and private closet on the other, both rooms provided with water from a tank in the closet, and the contractor for machinery to furnish and fit the pipe connections for supply & discharge.

(2)

I have not a copy of Tarrant's contract, but it was intended to have a clause in it to correspond with this clause in my contract. When last in Chicago I was at Tarrants' shop at the last moment of my stay, and Tarrant being absent, I explained all about the piping to his Engineer who was in charge of the Boat job, and told him I had brought along with the wash bowl two pieces of pipe, which I would offset with Tarrant for one or two little jobs he would have to do or had done for me, and explained to his Engineer what remaining pipe Tarrant would have to furnish and fit. Now if Mr Tarrant thought it did not belong to him to do this land pipe work he should have written me to that effect so that delay should not arise from ignorance of his intentions. I had kept good faith with him and [illegible] ed promptly to the conversion and in view, and he should have done the same way. His men never had to wait a moment for my men to do their part. And I submit to yourself the decision of the question whether Tarrant or I

should bear the expense of piping the closets?
If you decide that it belongs to Mr. Tarrant,
then, as I have done it for you, I wish you to
allow me for it, and Charge the items to him.
I have written Mr. Hancock to make up the amount.

About the building of the Boat, everything
called for in my contract, and more too, has
been furnished of the best Kind. There is the
Georgia Pine planking that cost considerably
more than any Northern hard pine would have
done. There is lots of fastening of the best Kind.
I furnished French glass in place of American
costing about 50% more. Also genuine Bronze
cabin hardware. The deck is laid of extra nar-
row stuff, the extra cost being estimated by my
son, who was looking after the work at that time,
at $35.55 —— This extra expense was laid
out on the authority of Mr. Ayer. Also, I built
the boat two feet longer and four inches wider
than contract called for, so as the better to carry
Tarrants' heavy machinery. I just mention these

things that you may be the more pleased with the manner in which I have executed my contract. The Boat having been built for pleasure, it was my desire that every association should be of the most pleasant kind. And I feel under many obligations for your kindness in giving me the work to do, and in so promptly meeting every requirement on your part. You have the best Boat hull now on Geneva Lake, and I trust the history of this craft will correspond to its origin.

	$
Balance due on last payment	200.00
Extra cost of narrow deck	35.55
Extra cost cabin closets, (if allowed)	
*Fire insurance (if allowed)	15.80

Very Respectfully Yours,
Wm. W. Bates

---

* This expenditure was intended for your benefit. I thought it would be prudent, and you would probably wish to have me make it.

C. D. Willard,
Law Office.
812 F St. N. W.,

Lock Box 137.

Washington, D. C., Dec. 3d, 1878.

Captain N. W. Bates
No 237 Irving Place
Chicago. Ill.

Dear Sir: Enclosed please find your Commission from Gov. Hovey, Recruiting Comn and discharge upon your resignation.

Please acknowledge receipt of same. I should have responded sooner to your request but for the fact that I have been absent in Europe until only recently returned. In case you go to Oregon and have any business here I will be pleased to attend to it.

Ty Yr

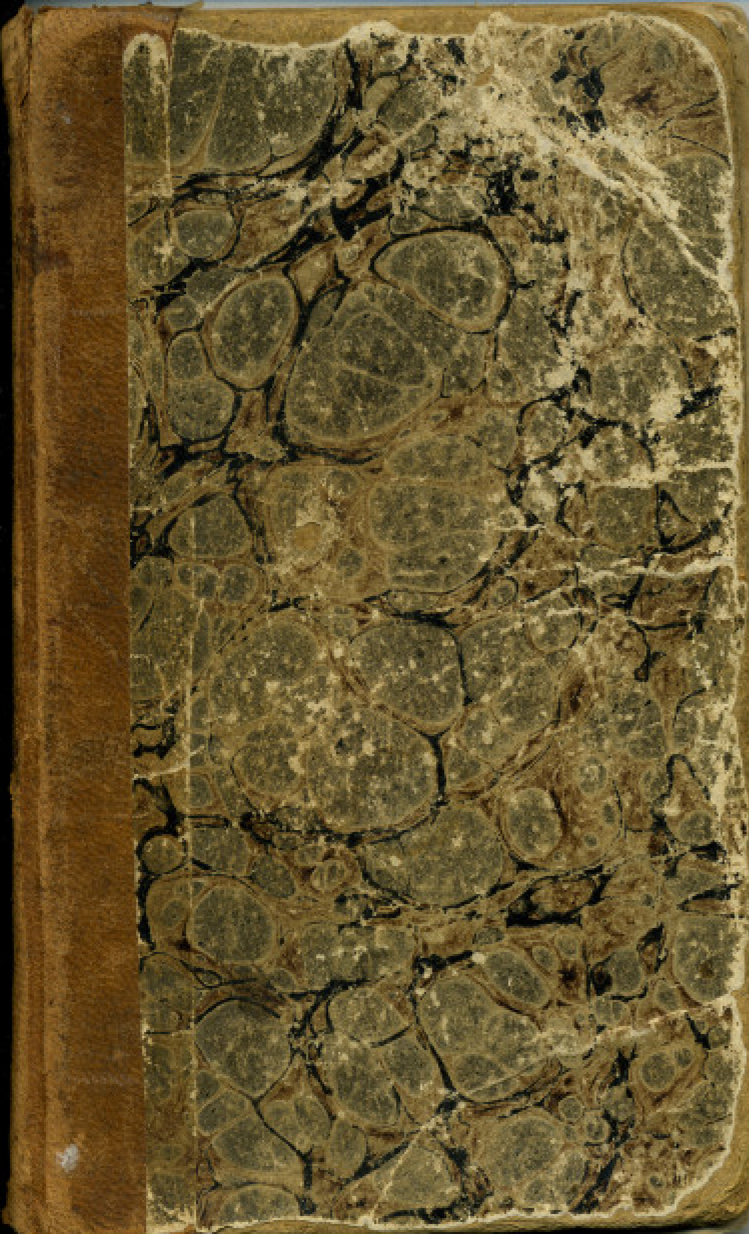
C. D. Willard

Letter of C.D. Willard

Memorandum book used by
W
Capt. Wm. M. Bates, the noted
Manitowoc shipbuilder.

Donor: Dr. Mary E. Bates

[14-M-12-09] Wisconsin Historical Society



RESIDENCE
38 W. SECOND AVE.
PHONE SOUTH 402

DR. MARY E. BATES

OFFICE
SUITE 521 MAJESTIC BLDG
COR. 16TH ST. AND BROADWAY

OFFICE PHONE MAIN 2966
HOURS: 10 A. M. TO 1 P. M. AND 2 TO 5 P. M.
SUNDAYS AND OTHER HOURS BY APPOINTMENT

TOTMAN'S BRANCH DRUG STORE
SIXTEENTH ST. AND COURT PLACE
PHONE MAIN 3958

R I think this must
be Manitowoc building
- one date is 1856 -

TMB

"Kelley" named

~~[illegible]~~

From Dr. Mary Elizabeth Bates,
38 W. 2d Ave., Denver, Colo. ~~[illegible]~~ [illegible]

Military papers of her father, Capt. William W. Bates of Manitowoc, during the Civil War. Captain Bates served at various times in the 19th Wis. Vol. Inf., 12th and 56th Ill. Vol. Inf., and the 1st Regiment of U.S. Mechanics Fusileers.

Wis
Mss
AO

William W. Bates

2150$\frac{4}{2}$ cubic inches in a bushel
1728 " " in cubic foot

then a cubic foot is $\frac{4}{5}$
or ,803 of a bushel.

1000 ft green lumber
weighs 3500 pounds and
the ratio of a ton of
capacity to a thousand ft.
of lumber is ,64 - by
which multiply the tons
and you have the answer
in thousands you can carry

6 ft hold
21½ ft. beam modelled
78 ft. L.L. 93 tons
carry 60,000 ft

[illegible]

---

3 1/6

Universe 3 1/6 times base to plk sh
for beam
Challenge 3¼ times do
Griffiths Schooner 2 5/8 times do
Jerrys " 3 3/4 times do
Golden Age 3 2/3 " do

Universe 4½ times beam
for length on L. Line
Challenge 3 2/3 times beam do
Griffiths Sch 4 times do.
Jerrys Sch 3 $\frac{2}{3}$ " do
Golden age 3 3/5 " do

Buff Clippers 2,34 times base to Plk,
for beam moulded
and 5½ times beam for length
on deck

Sch
Robt Willes 142$\frac{2}{12}$. 26$\frac{7}{12}$ - 10$\frac{5}{12}$ 367 tons
Flor 148$\frac{9}{}$ 27$\frac{3}{}$ 10$\frac{8}{}$ 405
B.L. Lansing 141$\frac{7}{}$. 26$\frac{9}{}$. 10$\frac{5}{}$ 369
Castalia 2,7 B. to P.

for 200 tons

For lumber vessels give
4½ times base to L. Line
for breadth on do, & 4 times
do. for length on same
Good Proportions

400 tons

Dyer's Schooner 3½ times L.L.
depth to base for beam & 4 times
beam for length on same
L.L. 5/6 base to plank shr,

Universe base to L.L. 7 ft. 10 &
3¾ times do. = 29.4 in beam
& 4½ times beam 132 ft. for
length. calling length on 135 ft
& breadth 29½ = 327 tons
build by.

12. 45. 200 = 985 tons

Smith agrees to board
10 men for 17 shillings
per week — we ask to find
beds for 6 in the wash
house and he 4 to lodge
2 in the house in one
bed. to be paid in Gro-
ceries [illegible] each
Saturday Dec 11. 1852
William H. Bates
Stephen Bates

width 29½ — L.L. 132¼ hold 9 ft
338 tons

Thursday evening Dec 30
Father, Mother & I came to
Hubbards to Board
at $2.00 per week

hold 9ft. mould width 26
$130\frac{3}{4}$ ft L. L. when immersed
$7\frac{1}{4}$ ft from base ($5/6$ ft)
ratio of Displacement to unit
7 and ratio weight to dis-
placement 37 gives 355
tons for cargo, leaving 19 in
of side before ft. out
of water. which would carry
3.224 [illegible] wheat
tonnage of vessel 318 tons

ld $8\frac{1}{4}$ ft mould width 29 ft. 130 ft
L. when loaded $7\frac{2}{3}$ ft from base
tio displacement to unit, 68. &
ight to displacement 37 gives
tons for cargo leaving 18 in of
below the surface of water —
ch will carry 13.066 bushels
tonnage 320 —

Frames 21 inches apart
timber sided 5 inches
Outside plank 3 inches
ceiling $2\frac{1}{2}$ in. thick
Knees sided $5\frac{1}{2}$ inches
Bubarks 2in. thick to stiffen the waste.

chocks between frames to be 3 in thick driven edgewise & fastened at each end with wood pins

beams sided 8 inches - placed 5ft. apart from centers - framed with fore & aft stuff & carlings - berths double kneed

Beams crown 8 in in 30 ft
mould 8 in. middle - $6\frac{1}{2}$ in ends - to be proportionably smaller fore & aft. have hanging knees under partners beams & every 3d beam midships.

Frame moulded $10\frac{1}{2}^{in}$ at keel
& $5\frac{1}{2}$ at gun.

Keel sided 11. & 10 at ends

Keel 16 in. clear of plk – $\overset{Draw}{9.5}$
plankshe to rail line 2 ft. 10
then at midships set up above
the present model sheer 4 in.
for the height of rail.

~~[illegible] [illegible] [illegible] 8 ft 4 in~~
~~[illegible]~~
~~Wooden [illegible] [illegible] long [illegible]~~
~~4 in thick [illegible] [illegible] 1 ft 10.~~
~~10 – 4 – [illegible] – 5 [illegible] [illegible]~~
~~[illegible]~~
~~[illegible]~~
~~[illegible]~~

~~Forward [illegible] on 5th & 8th~~
~~[illegible] aft on the 5th & 7th~~
~~[illegible]~~

"Mary Stockton"

Let flat chain plates into the
bulwarks flush, & for boomkin
use a bullseye to a flat strap
let in to bulwarks – same as the
chain plates.

Big square keel piece (23^{in}) 49.8^{ft}
long. 49 & 50 for the other two 13×24^{inch}

Fore mast 61 ft long, main
$7^{ft}3$ & mizen $8^{ft}5$. (Thornes 80 ft long)

Height of sail 45 ft. for
length of vessel, & 47 ft. for
beam & stability.

Cabin is 16 ft from beam to beam –
13 ft wide aft and $16\frac{1}{2}$ forward

fore board $2^{ft}.9$ up to the keel
1.4 aft by inds, [illegible] aft
14 ft – 5 in long 2 ft board
9 ft 11 in wide

Stern post moulds 9 in aft of margin at base and bearded to 8½ thick at aft edge — moulds 8 in aft of margin at 5th line and bearded to 12 in. thick at aft edge.

Transom is sided 12.

Estimate of timber &c

		ft
5 inch	frame timber	32 000
3 "	outside plank	20 000
2½ "	ceiling "	13 000
2 "	bulwarks	1 900
2 "	stern plank	500
3 "	pine Deck Plk	10 500
		78 000

Dimensions of Spars
tops, caps &c

Fore top 9 ft. wide. 6 ft long. Foremast head square 15 inches. Tressle trees 12 in deep and 6 in thick. Topmst head 11 in. square. Topmast tressle trees 7 in. deep. Top Gall. head 9 in. Royal mst. head 6½ in. Skysail 5 in. Gibboon 10 in at shoulder. Flying Gibboon at ditto 6. Main mst head 16 in square (at hounds 20) depth of tressle trees 12 in. (at partners 26 in) Mizen at deck 23 in at hounds 17½ in Mast head 14 in square, tressle trees 9½ deep. (Miz topmst 9½ in at cap)

14
4
11
4
16
49

Mizen mast 24½ at partners

Main mst 26½ " "

Fore mast 60½ ft long - 10 ft head. Yard 5 ft below tressletrees - 16⅞ in diam here. 22 in. at deck - 9 ft from foot. 19 20 in at heel. Square 15 x 14 in. at head

Topmast 31 ft. long - 5½ head. 10 in 12 in at cap. Yard 2½ ft below tressletrees 10 in. here. Square 9 x 10 in at head

Top gallant mast 19 ft. long 9 in at cap. Yard 1½ ft. below grommet 8 in. here. — Royal 14 ft. long 7 in at grommet or heel. Yard 16 in. below pole, 6 in here. pole 8 ft. long 4½ at heel & 3¼ at truck

Gibboon 11 ft inboard. 10 in at cap. 12 ft outboard - 8½ at stayhole. Flying Gibboon 10 ft. 7½ in at grommet. 6 in at stayhole. pole 4½ ft from stayhole 5 in at grommet and 3½ in at end.

Bowsprit 15 ft out board from knight heads in the ... Steephole 14 in aft of end. 11 in between knight heads & 14 in at cap

Fore Yard 63 ft long. arms 3 ft 15½ in at slings. 8 in at the shoulder.

Topsail yard 50½ ft long arms 3 ft 12½ in at slings, 6½ in at the shoulder

Top gallant yard 38 ft 3 in long arms 2 ft 9½ in at slings. 5 in at the shoulder

Royal yard, 28 ft. 9 in long arms 18 in 7 in at the slings 3½ in at the shoulder

Main Mast 93 ft long. housed 8½ head 18 ft — 26½ in at partners 26 in at 5 ft below trestle trees, head square 16 & 15 inches. trestle trees 3½ in thick

Main Topmast 57 ft long 13 in
" " 34½ " " 13 in at cap.
9½ in at head.

Topgallant mast 18½ ft long 8½ in at the heel or shoulder & 6½ in at end.
pole 9 ft long 5 in at heel & 3 at truck

Main boom 41½ ft long 12 in at Mizen ¾ the length. fore end 8 in aft end at 9 in

Main gaff 37 ft long. 7½ in at fore end — 10 in at ⅔ out. & 5½ in at end

Mizen topmast 44 & pole 5 ft 11 in at cap. 5½ in at pole. Pole 4½ x 3 in.

Mizen Mast 80½ ft long. housed 8 ft 24½ at deck. 14 in at hounds head square 14½ x 13½ — 8 ft long.

Mizen boom 44 ft long 12½ in at slings 7½ fore 7 aft end 4 in. Gaff 27 long 6½ fore 8 in at 2/3rd out 4 in at end

Bottom at cap 10½ 2 spots
of 6 ft each – [illegible]
1 spot 10⅞ 2 spot 9 in
Shoulder down to 7 in then
2 spots of 3 ft each
1 spot 7¾ 2 spot 6 in
Shoulder down to 5 in then
1½ ft for pole 3½ at end
from cap measure in 14 ft
in 2 spots of 4 ft
1 Spot 10 2 Spot 8½ 3 Spot 6

Topsail yard 50 ft long
12½ at slings then 4 spots of
5 ft 1 spot 12¼ 2 spot 10 7/8
3 " 9 4 " 6½
Shoulder to 5 in 3 ft down 3½ in
allow 4 in on each end of yard
longer

main topmast 12 in at cap [illegible]
make 4 spots of 6 ft each 24 ft
1 spot 12⅛ 2 spot 10⅞
3 " 12 4 spot 9
Shoulder down to 8 in then
make 2 spots of 3 ft each
1 spot 7 in
[illegible] on the shoulder down
to 5 in measure 1 ft for pole
and at truck.
Topsail yard [illegible]
[illegible] the 6 spots of [illegible]
1 spot 10⅞ 2 spot 8¾
3 " 10¼ 5 " 7
4 " 8½ 6 " 3½
Shoulder down to 4½ by 3½ each

Fore Yard 15 in at Slings
make 4 spts of 7 ft each
= 28 ft 1st Spot 15. 2 Spot 13/4
3 11/4 4 8
then Shoulder to 6½, 3 ft arm
4 in at end.

Top Gal Yard 38 ft 2 long
9½ at Slings make 3 spts
of 5 ft 6 in each 1st Spot 9-
2 Spot 8/4 3 Spot 5 in
then Shoulder down to 4 in.
arm 2½ ft long 3 in at end

Royal Yard 25 ft 9 in long
7 in at Slings make 3 spts of 4.3 in
1st Spot 6/5 2 Spot 5/4.
3 Spot 3/6 arm 18 in long
Shoulder to 3 in. end 2½ in

Main boom 41 ft long
13 in at 2/3 length or 28 ft.
make four end 9 in, then mark
4 spts of 7 ft
1st Spot 12/5 2 Spot 11/7
3 " 12/5 4 " 13
then 3 spts of 4½ ft each
1 Spot 12½ 2 Spot 11/4
3 Spot 9 in

Jigger boom make four
2 in then make 5 spts of
3 ft each 1st Spot 11/6
2 Spot 11/2 3 Spot 12/2
4 Spot 12/6 5 Spot 13
then make 4 spots of 2 ft 4½
1 Spot 12/5 2 Spot 11/5
3 " 10 4 " 5
Shoulder to 6 in x 5 arm
18 in long

~~main Gaff make 4 spots~~
~~of 6 ft each - the fore one 7½~~
~~1st spot 8 ft 2 spot 9/3~~
~~3 " 8 ft 4 spot 10~~
~~then 6 spots of 4 ft 3 in each~~
~~1 spot 2 spot~~
~~3 spot~~

Main Gaff make 3 spots
of 4 ft each 1 spot 8/10
2 spot 9/6 3 spot 10
then make 5 spots of 5 ft each
1 spot 9/6 2 spot 9/1
3 " 8/1 4 " 6/6
5 " 5
Mizen Gaff 6½ ft each then
2 spots of 4½ ft 1 spot 7/5
2 spot 8 in. then 4 spots of 4½ ft
1 spot 7/6 2 spot 7 in
3 " 5/6 4 " 4 in

Mary Stockton

Rail Heights

	ft	in	8ths
C	12	10	4
E	[illegible]	-	x
G	13	1	3
I	13	3	0
L	13	4	6
N	13	6	8
P	13	8	2
R	13	10	1
T	14	1	
V	14	2	7
X	14	5	5
Z	14	8	6
b	15		
d	15	3	3
f	15	7	1
h	15	11	2
k	16	3	5

#	ft	in	8ths
2	12	8	5
6	12	6	5
10	12	5	3
14	12	4	5
18	12	4	4
22	12	4	4
26	12	4	7
30	12	6	
34	12	7	4
38	12	10	
42	13	0	4
44	13	1	6
end	13	3	4

Gunwale Heights

	ft	in	8
C	9	10	[illegible]
G	10	1	2
L	10	4	4
P	10	9	
T	11	2	2
X	11	7	2
Z	11	10	
b	12	2	
d	12	5	4
f	12	9	6
h	13	2	

	ft	in	
2	9	7	6
6	9	6	
10	9	5 each	
14	9	4	3
18	9	4	6
22	9	4	6
26	9	5	
30	9	6	4
34	9	8	3
38	9	11	-
42	10	1	0
44	10	3	2
perp	10	4	2
en[illegible]	10	5	4

Rise of Margin above base

	ft	in	8ths
P	nothing		
R	nothing		
T			2
V			5
X		1	1
Z		2	
b		3	5
d		7	7
f	7	10	-
g	13	7	
h	15	8	7

forward of frame d on

1st W.Line	1	6	
2nd W L	2	10	6
3rd Line	3	3	3
4th "	3	5	-
5th "	3	6	-
6th "	3	11	
7th "	~~2~~ 4	10	
8th "	6	3	

Cross seam or intersection of counter with margin of post 8 ft. 11 in. on 6th W.Line counter is aft 9 in. height of knuckle above L. Line 2 ft 2¼ inches stern aft on 7th W.Line 2 ft. 1⅛ in. on 8th W.Line 3 ft. on rail line 3 ft 3 inches

Perpendicular of post 2 ft-5 in aft of frame 44.

extreme of stern 5 ft-8 aft of frame 44. extreme of bow forward of frame f (perh. or x) 8 ft. 5 in. 132 + 8 ft 5 in + 3 ft 3 in = ft 143.8 total length

1st Water Line	ft	in	8ths	1st Water Line	ft	in	8ths
C	6	2		2	7	10	3
				6	9	1	5
G	4	5	1	~~10~~ 10	9	9	6
J	3	8	2	14	9	7	6
L	3	0	6	18	8	11	3
N	2	6	6				
P	2	1	3	22	7	8	1
R	1	8	6				
T	1	4	2	26	6	11	-
V	1	1	-				
X	-	10	5	30	3	11	6
Z	-	8	2	32	3	1	4
b	-	6	4	34	2	5	6
d	-	4	3	36	1	10	5
WL thick at margin				38	1	5	5
No 1	5	2	1	40	1	1	-
2	5	6		42	-	9	1
3	6	1		44	-	6	-
4	6	4					
5	7	-					

2nd Water Line

	ft	in	8s		ft	in	8s
C	10	6	4	2	11	11	4
				6	12	9	3
G	8	8	6	10	13	1	2
I	7	7	2	14	12	11	6
L	6	6	2	16			
N	5	8	6	18	12	6	2
P	4	6	3	20			
R	3	8	5	22	11	8	2
T	2	11	4	24			
V	2	3	6	26	10	11	5
X	1	8	5	28			
Z	1	2	6	30	8	4	–
b	–	10	–	32	7	1	–
d	–	6	2	34	5	8	6
				36	4	5	1
				38	3	3	3
				40	2	3	4
				42	1	4	4
				44	–	9	–

3rd Water Line

	ft	in	8s		ft	in	8s
C	12	11	3	2	13	4	3
				6	13	11	–
G	10	10	7	10	14	1	6
I	9	11	6	14	14	–	–
L	8	11	–	16			
N	7	9	4	18	13	7	4
P	6	7	6	20			
R	5	5	7	22	13	–	1
T	4	5	3	24			
V	3	5	7	26	12	1	5
X	2	7	3	28			
Z	1	9	7	30	10	8	2
b	1	2	–	32	9	8	6
d	–	8	3	34	8	6	1
				36	7	1	
				38	5	8	–
				40	3	10	4
				42	2	3	5
				44	1	–	4

4th Water Line

	ft	in	8ths
C	13	1	3
G	12	–	3
J	11	3	4
L	10	11	7
N	9	5	–
P	8	3	2
R	7	1	–
T	5	10	–
V	4	8	3
X	3	6	4
Z	2	6	4
b	1	7	4
d	–	10	5

	ft	in	8ths
2	13	10	5
6	14	3	7
10	14	5	1
14	14	3	5
16			
18	13	11	3
20			
22	13	5	6
24			
26	12	9	1
28			
30	11	9	–
32	11	–	7
34	10	2	6
36	9	2	–
38	7	9	7
40	6	1	6
42	3	10	–
44	1	6	–

5th Water Line

	ft	in	8ths
C.	13	5.	4
G.	12	7	–
J	11	11	7
L	11	3	–
N	10	4	7
P	9	5	–
R	8	3	6
T	7	1	–
V	5	10	–
X	4	6	6
Z	3	3	4
b	2	2	1
d	1	1	7

	ft	in	8ths
2	14	1	5
6	14	5	–
10	14	6	–
14	14	4	
16			
18	14	–	4
20			
22	13	7	1
24			
26	13	–	3
28			
30	12	3	–
32	11	8	6.
34	11	1	2
36	10	4	2
38	9	5	3.
40	8	4	5
42	6	6	4
44	2	11	4

6th Water Line

	ft	in	8ths
C	13	7	2
G	12	10	3
I	12	4	4
L	11	9	-
N	11	-	2
P	10	2	-
R	9	2	2
T	8	-	3
V	6	10	-
X	5	6	-
Z	4	2	-
b	2	9	7
d	1	6	7

Ends on middle line 9 in. off of perpendicular — 3 ft. out square aft 7 in.

	ft	in	8ths
2	14	-	7
6	14	4	-
10	14	4	1
14	14	2	6
16			
18	13	11	3
20			
22	13	7	1
24			
26	13	1	1
28			
30	12	5	4
32	12	-	4
34	11	6	7
36	11	-	-
38	10	4	-
40	9	7	3
42	8	8	-
44	7	2	5
Perpendicular	5	-	-

7th Water Line

	ft	in	8ths
C	13	8	-
G	13	1	-
I	12	8	2
L	12	2	-
N	11	6	7
P	10	10	-
R	9	11	3
T	8	10	6
V	7	9	-
X	6	5	4
Z	5	1	-
b	3	7	6
d	2	2	7
f	-	10	-

Perpendicular 8 ft 2 in. 7 8ths

	ft	in	8ths
2	14	-	2
6	14	2	3
10	14	2	4
14	14	1	-
16			
18	13	10	3
20			
22	13	6	5
24			
26	13	2	-
28			
30	12	6	-
32	12	2	-
34	11	9	-
36	11	3	4
38	10	9	4
40	10	2	4
42	9	6	7
44	8	9	7

Rail Breadths

frames	ft	in	8ths
C	13	8	4
E	13	7	5
G	13	3	
I	12	11	7
L	12	8	3
N	12	3	2
P	11	9	1
T	10	6	
V			
X	8	9	2
Z			
b	6	7	
d			
ff	3	11	7

	ft	in	8ths
2	13	11	3
6	14	1	
1~~0~~2	14	1	
14	13	11	7
16	13	10	5
18	13	9	3
20	13	8	
22	13	5	4
24			
26	13	0	6
28			
30	12	6	
32			
34	11	9	7
36			
38	11		3
40	10	7	
42	10	1	6
44	9	7	2
perp	9	3	
stern	8	9	

Fore end of forward [illegible] board
heads is at [illegible] and is 16.5 ft
long in the cut (board 15').

Fore end of aft [illegible] forward
heads is at [illegible] and 22
frames [illegible] is 15 ft long on the
cut (board 14') long [illegible] of aft
feet [illegible] forward 18 ft
4 ft [illegible] long aft [illegible]
[illegible] 4 ft [illegible]

Fresh water [illegible] of aft [illegible] on deck
34 ft aft of [illegible]. [illegible] of 22
[illegible] ft [illegible] 24 ft from aft
perp to mizzen and [illegible] between
main & mizzen

Carried equal 12,455.

Moments of Sail aft of a line 5ft.2in. aft of centre of length

Main Sail	46987
Main gaff topsail	13175
Mizen Sail	17496
Mizen gaff topsl	28250
Mizen top Staysl	13440
total	276849
leaving a balance	259008
of this amount	17841

which would show that the centre of plane surface of Sail is a few inches further aft. But the centre of effort when the Sail is drawing must come forward a little owing to the curvature of the canvass and the inclination of the booms to the middle line. Also the vessels hull exposes a greater

Moments of Sail forward of a line 5ft. 2 inches aft of centre of length

Main Staysail	15399
Main topmast Staysail	17118
Main top gallant mst Staysl	5544
Fore Sail or course	64960
Fore topsail	46875
" topgal Sail	25272
" Fore Royal	12650
" topmst Staysail	21450
Jib	21840
flying Jib	27900
total	259008

Surface to the wind forward of this line, than aft. And the same is true of the spars and rigging. doubtless the sail is now well located being a few inches abaft of buoy. & lat on

(Clipper City)

Build for Platt & Bro
9$\overset{4}{7}$ L. L. 27. beam 7 hold
170 tons 27.6 7/3
100, 11 in deck. tons 185 $\frac{24}{95}$ tons
20

Keel sided 18 in at centerboard
and 9 in at Stem and Stern post.
Frame timber of oak to be 5 in
sided midships then 4½ in to 4 or
7 in Length timbers of tamarack at ends.
Floors moulded ~~8~~ 7 in deep at Keel, and
4$\overset{6}{\frac{1}{2}}$ in at gunwale. Keelson 20 × 14.
Stem moulded 13 in at L. Line.
Clamps to be 3½ in thick midships &
10 in, wide. Wales 6 strakes 3 in thick
5½ to 6¼ inches wide. Floor Keelson
to be 8 by 10 inches. Bilge strakes 4 in
thick and 7 in wide – 4 strakes.
Beams sided ~~8 in~~ 10 moulded ~~7½~~ 8. crown 9.
Gunwale is 2.10 in below Rail ⊕.

Side toptimbers 6 in inches and the Stanchions 1½. [illegible]

Side Stern post 14 in, at & above 5th W.L. taper to 9 at heel and round to 8 in. Round 9 in aft of perp. at keel and 8 in aft at 5th line

O. S. Riders 10½ at 5th line and 7½ at keel.

Frames sided 10 in.

Rail 4½ × 12 inches wide.

3.3 45

Centre of Buoyancy 3 ft. 2 in aft of Center of Loadline which is 97 ft. 4 in long. ⊗, or midship frame, is 5 ft. 3 in aft of Center of Loadline.

Center of Sail should come as far aft as ⊗ and the Lat. resistance * should be at the same point.

Fore end of board comes to 8 in forward of Frame 2 – then allow 9 in farther forward for tenon board is 24 ft long. Aft end comes 7 in aft of Frame 15. Then the cut in keel will be 25½ ft. long, and take the allowance for room at ends of bot from the length of board.

---

*Griffiths has placed the propulsion 8½ ft. forward of the above calculat

Elevation of Bowsprit 15°.
measure aft 5 ft on keel
along L L, and 2 ft. width
aft of scarph on L L

Scarph of Stem on T
6 in aft of R. frame.

D frame will cross keel &
S & C. 14 frame will cross &
all aft.

Aft piece of keel 36 ft.
left scarphs, forces and comes
5 in aft of 18. Mid piece
reaches from 1 ft aft of 20 to
1 in forward of 76. Aft end
of fore piece comes to 15 in for
of E.

Stern post 13¾ long, from
base go 7½ Side 14, then do
to head

Dead rise on frames

⊕	1	1	+	7 feet out
A.		11	2	
2		9	7	
4		7		
6		5		
8		4	6	
10		4	6	
12		4	7	
14		5	2	
16		6	7	
18		9		

Heights of Margin from back.

	ft	in	8ths
A			2
C			4
E		1	
G		1	7
I		3	4
L		5	5
N		9	
P	1	1	1
R	1	7	
T	2	4	3
V	4	3	4

Perp ford of V
is 15 inches
Perp. Aft of 34
is 18 inches.
Stern intersects
perp at 5th W.L.

Stern Aft of Perp
1st W.L. 8 10
2nd " 3 2 2
3 " 1 1 6
Intersects perp. on 4th &
forward of Perp on
5th W.L. ft. in 8ths 6 2
6th W.L 1 - 5
7th " 1 9
8th " 2 8 2
3 10 5 1 3/8 up

Stern Aft on
6th W.L 1 1 2
7th " 3 4
8th " 5 1 -
Water lines 18 in apart

from 16 to 34 it tapers aft

Breadths of Keel or Siding.

A	10		J	7	6
B	9	6	K	7	4
C	9	4	L	7	1
D	9	2	M	6	7
E	9		N	6	5
F	8	5	O	6	3
G	8	3	P	6	
H	8	1	Q	5	6
			R	5	3
			S	5	1
			T	4	7
			U	4	4

Moulding of Keel.

~~[illegible] from 1 to [illegible]~~

	in	8ths
I	6	4
G	6	6
E	7	2
C	7	5

8

or 4th W.L

Rail Heights from L.L.

	ft		
A	4	4	7
C	4	6	6
E	4	9	
G	5		
I	5	3	
L	5	6	7
N	5	11	
P	6	3	4
R	6	9	
T	7	3	2
V	7	10	
Perp.	8	-	4
5 ft. 8 in. for.	9	1	-

	ft		
2	4	3	2
4	4	2	2
6	4	1	6
8	4	1	
10	4	1	1
12	4	1	5
14	4	2	2
16	4	3	2
18	4	4	3
20	4	5	6
22	4	7	7
24	4	10	
26	5		4
28	5	3	2
30	5	6	
32	5	9	3
34	6	1	
Perp.	6	2	3
5 ft. 10 in. Aft.	6	8	6

Gunwale Heights from 4th W.L.

Rail Breadths

	ft				ft	in	8th
A	13	-	6	2	13	1	7
C	12	11	3	4	13	2	
E	12	9	3	6	13	2	1
G	12	7		8	13	1	7
I	12	3	5	10	13	1	3
L	11	11		12	13	0	7
N	11	4	3	14	12	11	6
P	10	7	4	16	12	10	3
R	9	5	6	18	12	8	3
T	8	1	4	20	12	6	
V	6	3	4	22	12	3	2
Perp	5	3	5	24	12	—	
2½ ft. ford.	3	2	2	26	11	8	6
				28	11	5	
				30	11	-	5
				32	10	6	3
				34	10	1	2
				Perp.	9	10	3

Corner, which is 4 ft. 6 in aft. 9 feet.

Gunwale Breadths

A	13	0	2	2	13	2	2
C	12	9	5 +	4	13	3	5
E	12	5	4	6	13	4	4 +
G	12	0	5	8	13	5	1
I	11	6	6	10	13	5	3
L	10	10	7	12	13	4	4
N	10	-	7	14	13	3	1
P	9	-	2	16	13	1	1
R	7	8	4	18	12	10	7
T	5	11	4	20	12	7	7
V	4	11	4	22	12	4	4 +
Perp				24	12	-	3
				26	11	7	6
				28	11	2	4
				30	10	8	4
				32	10	1	4
				34	9	4	4
				Perp			

Breadths 1st Water Line

A	9	4	4
C	8	2	3
E	6	10	4
G	5	5	
I	4		4
L	2	9	5
N	1	8	5
P		10	
R			
T			
V			

2	10	4	
4	11		
6	11	5	
8	11	8	4
10	11	9	4
12	11	8	3
14	11	4	6
16	10	10	5
18	10	-	7
20	9		
22	7	6	7
24	3		
26	4	5	1
28	2	11	5
30	1	9	
32		11	3
34		5	4
Perp			

Breadths 2nd WL

A	11	6	1
C	10	9	4
E	9	9	5
G	8	6	4
I	7	0	2
L	5	6	
N	3	11	6
P	2	7	3
R	1	5	
T	[illegible]	6	6
V			

	ft		
2	12	1	3
4	12	6	5
6	12	10	
8	13	—	
10	13	9	4
12	12	11	5
14	12	9	4
16	12	5	3
18	12		—
20	11	3	6
22	10	5	5
24	9	4	
26	7	9	3
28	5	9	4
30	3	7	6
32	1	10	
34		6	
~~34~~			

Breadths 3^{d} Mh

A	12	5	4
C	11	10	4
E	11	1	5
G	10	2	-
I	8	10	5
L	7	4	4
N	5	9	-
P	4		6
R	2	7	
T	1	3	3
V		2	4

2	12	10	5
4	13	1	7
6	13	4	
8	13	5	4
10	13	5	5
12	13	5	0
14	13	2	6
16	13		
18	12	7	7
20	12	2	5
22	11	7	4
24	10	10	
26	9	9	1
28	8	3	2
30	6	-	3
32	3	1	7
34		9	5

Breadths 4^{th} Mh

A	12	10	3
C	12	5	4
E	11	10	2
G	11	8	1
I	10	-	5
L	8	9	-
N	7	2	6
P	5	5	4
R	3	8	6
T	2	-	6
V		2	5

2	13	1	7
4	13	4	
6	13	5	4
8	13	6	3
10	13	6	6
12	13	6	
14	13	4	2
16	13	2	
18	12	10	5
20	12	6	4
22	12	1	6
24	11	7	-
26	10	10	3
28	9	10	4
30	8	4	4
32	5	9	-
34	1	5	2
33	3	6	5

Breadth, 5th W.

A	12	11	4	2	13	2	-
C	12	8	3	4	13	3	4
E	12	3	-	6	13	4	3
G	11	8	1	8	13	4	7
I	10	10	4	10	13	5	-
L	9	9	6	12	13	4	4
N	8	5		14	13	3	3
P	6	9	3	16	13	1	3
R	4	10	7	18	12	10	5
T	2	11	-	20	12	8	-
V	1	-	4	22	12	3	7
				24	11	10	7
					11	8	
				26	11	5	-
					11	1	3
				28	10	9	1
					12	4	1
				30	9	10	4
					9	3	4
				32	8	6	
					7	5	7
				34	5		
				33	7	3	3
				Perh	1	2	

Breadths 6th W.

A	13	-	3	2	13	2	-
C	12	10	3	4	13	3	
E	12	6	3	6	13	3	4
G	12	1	3	8	13	3	4
I	11	6	4	10	13	3	2
L	10	8	3	12	13	2	5
N	9	6	4	14	13	1	5
P	8			16	13	—	
R	6	1	3	18	12	10	-
T	3	10	6	20	12	7	3
V	1	7	6	22	12	4	4
				24	12	-	5
				26	11	8	-
				28	11	2	4
					10	11	
				30	10	7	4
					10	3	4
				32	9	10	2
				34	8	7	1
				33	9	3	7
				Perh	7	6	4

Can we then have [illegible] in the
history of the race in the [illegible]
and the record [illegible] the [illegible]
in ~~[illegible]~~ of pioneers & patriots
&c Of man as a being
eternal ~~[illegible]~~ [illegible] of species
regarding the [illegible] of
an [illegible] when his energy
are [illegible] to [illegible] & expect
in any of the [illegible] of [illegible]
history [illegible] [illegible]
doubt the ~~[illegible]~~ [illegible]
powers of mind & [illegible]!
Read the lives of Washington
Fulton & [illegible] or another
laurel to [illegible] from Science
& Nature

Mar 11 Paid Wood 17,50 — in

Bowsprit 12 ft out board 13 [illegible]
16 in for bey -

Platt Schooner (Masts

78.4
foremast 74
head off 10 ½ ft.
at partners 21 in at heel 17 ½
at hounds 17 in. Trussle 14 ½ in sq
head 13 sq.

Fore Topmast 24.6 in long
at cap 12 in. at head 9¼ in
at foot of top gal. 7½ in. and 13.8.
is 6 in at head. pole 6 ft 10. at foot
4½. and at truck 3 in
ft
24.6 + 13.8 + 6.10 = 45.

86
Main Mast 82.
head off 11.8 in. at partners 21 in
at heel 17½, at hounds 16¼.
at truss 14 in sq. at head 12
Topmast 40.9 in + 8 ft 10 in at cap.

Fore yard 48½ ft. 11 in at slings
topsail yd 36. 7 in 8¼ at slings
top gal yd 27. 4 in 5½ at slings
Fore boom 36 ft, 9 in at sheet
" gaff 28 ft. 7 in a ¼ out,
Main boom 48½, 12 in at shee
" gaff 32 ft. 9 in at ¼ out.
Bowsprit out board of stem 12 ft.
at bed 18 in, at pall post 15 in
at Cap or head 13 in.
Jibboom out board 12 ft, at cap
10 in, at stayhole 8 in, shoulder to 7
fly. jibboom 8 ft. 5 in at end, shoulde
to 4 in, pole 4 ft. end 3 inches

[illegible]

2 ½

Fore mast trestle trees to be
4½ ft long (if no top) but with top
5½. 10½ in deep and 5 in thick.
Bibby 3½ thick.
Main mast trestle trees to be
4½ ft. long 9 in deep; and 4½ thick

Fore mast cross trees 11 & 10 ft.
Main " " " 11 & 12 ft
Fore crosstrees sided 3¼ in moulded 5 in
at centre &c. tapered to 2½ in & 3½ in
Main crosstrees sided 3½ in moulded 4½
at centre, tapered to 2¾ in. & 3½.

Dolphin Striker 7 ft. long 5 in.

Schr. Fortune.

Skipper City

LL LL tons

52½ 65.4 65

15 mid } 37 15/95 18.8 mid } 63 7/95

5 5.6

---

72 a 70 LL } 86 [illegible] } tons

20¼ beam } 84 ton 48 [illegible] } 63

6 hold } 3 tiers 5½ hold } 2885.00

cost

cost 3500.00

---

24 89 LL

[illegible] 23½ beam } 125

4? 6 hold

Height of Margin from Base.

	ft	in	8ths
W	0	0	0
a	0	1	-
e	0	2	2
i	0	4	0
n	1	2	
o	2	9	
r	6	5	2
Perp	9	5	-
Point.	21 to cor		

Aft

Perp. or 42	12	8	— to intersection,

margin line is square to base

Point 18 9

600 Ton model
made in 1854 published
in Nautical Magazine

Rail Height from Base.

O	15	10	4	⊗	15	10	4
B	15	11	-	2	15	10	2
F	16	-	7	6	15	10	-
K	16	2	4	10	15	10	4
O	16	4	7	14	15	11	2
S	16	8	2	18	16	2	-
W	17	0	7	22	16	4	4
a	17	5	4	26	16	7	4
e	17	11	4	30	17		—
i	18	7	-	34	17	4	3
n	19	2	4	38	17	9	4
r	20	1	4	42	18	4	4

Point & 21 - -
is out 5ft

and 42 is the perpendicular
Point 18 9 -
& is aft 5 9 —

Rail Breadths &c

⊗	ft			⊗	17	7	4
B	17	8	4	2	17	6	4
H	17	10		6	17	3	4
K	17	10	4	10	17	-	2
O	17	10	2	14	16	7	6
S	17	9		18	16	3	2
W	17	4	4	22	15	9	2
a	16	8	4	26	15	3	-
e	15	7	-	30	14	7	4
i	13	9	4	34	13	9	
n	11			38	12	5	4
r	6	7	-	42	9	10	-

Breadths on 1st W. Line

					ft		
B	10	2	2	⊗	10	3	-
F	9	7	4	2	10	1	3
K	8	8	4	6	9	6	2
O	7	5		10	8	8	2
S	5	11		14	7	6	3
W	4	5	4	18	6	3	2
a	3	-	2	22	4	9	5
c	1	10	5	26	3	5	=
i	1	-	7	30	2	3	2
n		4	4	34	1	4	6
r				38		9	
				42		4	

Breadth on 2nd W Line

B	14	7	–	0	14	7	2
L	14	2	4	2	14	6	2
K	13	5	2	6	14	1	4
O	12	1	4	10	13	4	4
S	10	3	3	14	12	3	6
M	8	–	7	18	10	9	
a	5	9	4	22	8	10	
e	2	9		26	6	7	4
i	2	1	1	30	4	4	4
n		10		34	2	7	4
r				38	1	2	6
				42		4	

Breadth on 3rd W Line

B	16	5	–	0	16	5	–
L	16	2	4	2	16	4	
K	15	8	3	6	16	–	
O	14	8	4	10	15	5	4
S	13	2	–	14	14	7	4
W	10	11	6	18	13	5	4
a	8	3	6	22	11	10	–
e	5	7	2	26	9	6	1
i	2	2	7	30	9	2	
n	1	4		34	3	11	2
r				38	1	9	
				42		4	~~2~~

Breadth on 4th Line

B	17	4	
F	17	3	
K	16	10	5
O	16	21	4
S	15	—	-
W	13	1	—
a	10	5	4
e	7	5	—
i	4	5	6
n	1	11	2
r			

0	17	3	5
2	17	2	7
6	16	11	1
10	16	6	2
14	15	10	—
18	14	11	4
22	13	8	5
26	11	10	4
30	9	2	-
34	5	8	2
38	2	5	4
42		4	2

Breadth on 5th line

B	17	9	-
F	17	8	7
K	17	5	5
O	16	11	4
S	16	-	4
W	14	6	-
a	12	2	6
e	9	1	6
i	5	9	-
n	2	8	2
r		5	4

0	17	8	4
2	17	7	2
6	17	4	+
10	16	11	4
14	16	4	4
18	15	8	-
22	14	8	-
26	13	3	1
30	11	2	4
34	7	8	6
38	3	3	6
42		5	-

Breadth on 6th Line

B	17	11	4	⊗	17	10	7
F	18	—	—	2	17	9	7
K	17	9	5	6	17	7	—
O	17	3	3	10	17	2	4
S	16	8	—	14	16	8	4
W	15	5	—	18	16	—	4
a	12	6	—	22	15	2	7
e	10	7	5	26	14	2	—
i	7	1	—	30	12	7	—
n	3	5	7	34	9	9	4
r		8	1	38	7	10	0
				42		5	—

Breadth on 7th Line

B	17	11	4	⊗	17	10	7
F	18	—		2	17	9	7
K	17	11		6	17	7	
O	17	7		10	17	2	4
S	17			14	16	9	3
W	16	—	4	18	16	2	6
a	14	5	—	22	15	6	2
e	11	10	4	26	14	8	0
[illegible]	8	4	—	30	13	4	4
n	4	5	2	34	11	4	1
r	1	—		38	7	—	4
				42		5	4

Breadth on 8th Line

B	17	11		0	17	10	2
H	18	-	-	2	17	9	-
K	17	11	-	6	17	6	-
O	17	8	4	10	17	1	6
S	17	3	-	14	16	9	4
W	16	5	4	18	16	3	4
a	15	1	4	22	15	8	-
e	12	11	-	26	14	11	-
i	9	8	2	30	13	11	0
n	5	5	6	34	12	5	-
r	1	5	2	38	9	3	2
				42	-	8	-

Breadth on 9th Line

B	17	10	1	0	17	9	2
H	17	11	-	2	17	8	-
K	17	11	-	6	17	4	4
O	17	9	3	10	17	1	2
S	17	5	4	14	16	8	5
W	16	10	-	18	16	3	2
a	15	8	4	22	15	9	2
e	13	9	2	26	15	1	3
i	10	10	-	30	14	3	4
n	6	7	7	34	13	1	-
				38	10	9	3
r	2	-	7	42	4	3	-
				aft on mid line	1	10	4

Proft [illegible]

[illegible] 157 [illegible]

7 bolts [illegible]

[illegible]

Water [illegible]

[illegible]

Schr [illegible]
1866

Schr Profit, van valk-
-enburgh 1860.

frames	Rail	Height from	base				
Proft	14	7	-	[illegible] forward of [illegible]			
Perp.	14	1	4				
13	13	6	4	Stem forward [illegible]			
1	13	1	4	1st W.L.	-	7	-
5	11	7	2	2d W.L.	1	10	-
9	11	1	-	3d "	2	5	2
13	10	8	0	4th "	2	10	-
17	10	4	0	5th "	3	-	6
21	10	3		6th "	3	3	5
25	10	3	0	7th "	3	6	4
29	10	4	4	8th "	4	5	-
33	11	7	6	frame 13 aft of			
37	11	0	4	Perp. [illegible] 10 in.			
41	11	6	6				
Perp	12	1	2				
Front	12	6		Rail is [illegible] aft of perp.			

Perp is also the margin [illegible]
from the 5th W.L. [illegible]

Half Breadths 1st W. L.

	ft	in	8ths
13		5	5
1	1	1	4
3	3	1	4
5	5	1	–
7	7	2	5
9	9	2	3
11	10	7	7
13	11	7	–
15	12	1	3
17	12	5	–
19	12	7	1
21	12	7	2
23	12	5	6
25	12	3	5
27	11	11	4
29	11	6	1
31	10	9	4
33	9	8	4
35	7	10	–
37	5	9	5
39	3	6	–
41	1	9	–
43	–	9	–

Half Breadths 2nd W. L.

13	–	11	–
1	2	11	4
3	5	4	6
5	7	9	7
7	9	10	1
9	11	3	–
11	12	0	6
13	12	6	4
15	12	10	–
17	13	–	–
19	13	1	
21	13	1	–
23	12	11	6
25	12	10	3
27	12	8	–
29	12	4	2
31	11	11	2
33	11	4	2
35	10	4	2
37	8	10	
39	6	6	–
41	3	6	6
43	1	3	–

Half Breadths 3d W L.

B	4.7.–	35	11.4.1
1	4.6.–	37	10.5.–
3	7.3.6	39	8.10.2
5	9.7	41	6.0.4
7	11.1.3	43	2.0.–
9	12.0.1		
11	12.7.		
13	12.11.–		
15	13.0.6		
17	13.2.2		
19	13.2.4		
21	13.2.1		
23	13.1.6		
25	13.0.6		
27	12.10.4		
29	12.8.2		
31	12.4.3		
33	11.11.4		

Half Breadths 4th W L.

B	2.3.6	35	11.8.3
1	5.7.–	37	11.2.2
3	8.6.4	39	10.3.–
5	10.5.2	41	8.6.–
7	11.7.5	43	3.6.–
9	12.3.4		
11	12.8.6		
13	12.11.6		
15	13.1.1		
17	13.3.–		
19	13.3		
21	13.3.–		
23	13.2.2		
25	13.1.–		
27	12.11.–		
29	12.9.2		
31	12.6.–		
33	12.2.4		

Half Breadths 5th W.L.

B	3.0.6	35	11.10.6
1	6.8.7	37	11.5.–
3	9.3.5	39	10.10.2
5	10.10.6	41	9.10.5
7	11.10.6	43	7.6.4
9	12.5.2		
11	12.9.–		
13	12.11.6		
15	13.–.4		
17	13.1.3		
19	13.1.6		
21	13.2.–		
23	13.1.2		
25	13.0.–		
27	12.10.5		
29	12.9.–		
31	12.6.3		
33	12.3.2		

Half Breadths 6th W.L.

B	3.10.1	35	11.10.4
1	7.6.4	37	11.5.5
3	9.10.–	39	11.0.5
5	11.2.7	41	10.5.0
7	11.11.5	43	9.6.7
9	12.4.7	Perp	5.1.0
11	12.8.1		
13	12.10.–		
15	12.11.0		
17	13.–.–		
19	13.1.–		
21	13.1.–		
23	12.11.6		
25	12.10.3		
27	12.9.–		
29	12.7.2		
31	12.4.3		
33	12.1.1		

6th W.L. Aft of Perp – on stern timbers – 21 in. apart 1st one being 9 inches from mid-line.

timber	ft
1	1.6.7
2	1.5.7
3	1.3.1
4	0-10.4+
5	0.4.4

Half Breadths Rail —

Perp.*	3. 9. —	33	12, 1. 1
B	6. 2	35	11. 8. 5
1	8 1 0	37	11, 3. 6
3	10.6.1	39	10, 10.5
5	11 6 .	41	10. 4. 1
7	12 0 3	43	9. 8. 3
9	12. 5. 5	Perp.	9. 2. 0
11	12, 7. 4		
13	12, 9. 2		
15	12, 10. 2		
17	12, 10. 6		
19	12, 11, 2		
21	~~12. 11. 2~~		
23	12. 10, 4		
25	12 9. 7		
27	12, 8. 5		
29	12, 6, 1		
31	12. 3. 4		

outside corner 2 ft. 1 in aft of Perp. and is 8 ft. 8 in wide.

inside corner 3 ft. 11 in aft of perp.

Rail aft of perp —
1st stern timber

1	3. 10. 6
2	3. 9. 1
3	3. 6 6
4	3. 2. 0
5	2. 7. 1

at 2 ft above 6th W.L. stern is aft of perp. 3 ft. 4½ inches.

The stern is curved home at head of timbers

* 2 ft. 10 in for'd of B—

Frames sided 4 & 5½ —
moulded 9 inches at keel
Stem side 9 in. and 11 in.
Stern side 9 in. and 14 in
at 5th W.L. 2. 5 aft
Keel sided 20. ½ beam 27
& 13 frames.

(Stern post 11 ft. extreme
moulded 14 at keel. Rudder
post 7 in. sided at keel.

Fore piece keel 25 long 19 & 9 in
sided. Aft piece 33. 19 & 9
mid piece keel 43 ft long. 19½ deep
1 ft. is 10 aft from fore end ¾ — aft end
at 31 ¾ cut in 1 ft. 9 in aft of 13
and 3 in aft of 2 . allow 9 in
for heads each, board = 23 ft.
13 & 27 will cross. Scarph 3½ ft.

"A" Cant is 18 inches
forward of frame 9.
"B" is 16 inches forward
of "A" and "C" is 16 inches
forward of "B" on side
of deadwood - finished thro'

"Belle"

Sch. Weathergauge
Owned by
Wm. ValKenburgh & Co.
92 ft on deck; 24 ft beam;
8½ ft hold at B. = 120 tons
Deck [illegible] [illegible] ceiling -
6 inches [illegible] frames [illegible] stanchions
[illegible] ft from base to [illegible] -
[illegible] above base [illegible]
centre board 23 ft long the cut
is [illegible] 25 ft [illegible] 11
[illegible] at frame 4 and [illegible]
[illegible] frame 6.
1st W L above base = one ft.
all others 18 inches apart.
stem [illegible] from 6th W.L. and
is 18 inches aft on 7th W.L. Sheer
moulded 8 in.

Rail Height from base

Frames	ft	in	8ths								
Point	13	0	0	which is 3 ft fwd of perp							
				perps ft	in	8ths					
Perp	12	3	6	8	9	0	4	Stem aft of perp			
V	12	1	3	10	9	1	4	base	3	7	0
W	11	8	4	12	9	3	4	1 W.L.	1	7	0
T	11	4	2	14	9	5	6	2 W.L.		7	4
sq. f. S	11	0	5	16	9	8	5	3 W.L.		2	2
Q	10	7		18	9	11	6	4 W.L.	0	0	0
								forward d			
O	10	2	1	20	10	3	4	5 W.L.	0	2	0
M	9	10	2	22	10	7	3	6 W.L.	0	4	0
K	9	7		Perp	10	8	4	7 W.L.	0	6	6
H	9	4	1	Point	10	11	—				
F	9	2	4			71					
D	9	0	5								
B	8	10	5								
Ø	8	10									
2	8	10									
4	8	10	1								
6	8	10	7								

Cants

On midline from S. to cant T is 18 in, to W 40 inches, to V 42 inches

Cants aft of perp at Rail
V = 13½ in.
W = 3¼ ft.
T = 5⅓ ft.

Side Stem 16 inches at bow point, 9 in at keel

Side Stem 14 inches at 6 W.L. = 7¼ ft above base and 9 in at keel

Half Breadths 1 W.L.

	ft in 8ths		ft in 8ths
Cant V	0 . 4 . 0	12	7 . 1 . 4
Cant W	0 . 7 . 0	14	5 . 2
Cant T	0 . 11 . 0	16	3 . 2
S	1 . 6 . 4	18	1 . 9 . 4
Q	3 . 2 . 0	20	0 . 9 . 2
O	5 . 3 . 0	22	0 . 4 . 0
M	7 . 0 . 2		
K	8 . 5 . 4		
H	9 . 5 . 0		
F	10 . 1 . 0		
D	10 . 5 . 4		
B			
Ø	10 . 9 . —		
2			
4	10 . 5 . 0		
6	10 . 0 . 0		
8	9 . 5 . 0		
10	8 . 6 . 2		

Half Breadth 2. W.L

frames	ft. in. 8ths	fr.	ft. in. 8
V	0.9.0	10	10.0.6
U	1.3.0	12	9.3.5
T	1.11.4	14	8.1.0
S	3.4.0	16	6.4.3
Q	5.3.0	18	3.11.3
O	7.4.0	20	1.8.6
M	8.11.5	22	0.5.5
K	9.10.4		
H	10.7.1		
F	11.1.5		
D	11.4.4		
B			
0	11.4.0		
2			
4	11.3.3		
6	10.11.4		
8	10.7.0		

Half Breadth 3 W.L

frames	ft. in. 8ths	fr.	ft. in. 8ths
V	1.1.4	10	10.7.1
U	1.10.7	12	10.1.0
T	2.11.1	14	9.3.0
S	4.1.0	16	9.2.0
Q	6.5.0	18	5.11.4
O	8.3.7	20	2.11.6
M	9.7.7	22	0.8.4
K	10.3.3		
H	10.11.4		
F	11.4.4		
D	11.7.0		
B			
0	11.9.0		
2			
4	11.6.2		
6	11.3.0		
8	10.11.1		

Half Breadth 4 W.L.

frames	ft. in. 8ths	fr.	ft. in. 8ths
V	1.5.4	10	10 9.2
U	2.5.4	12	10 5 3
T	3.7.1	14	9 9 4
S	4.11.2	16	8.10.4
Q	7.2.2	18	7 4 0
O	8.10.6	20	4 5.6
M	10.0.5	22	1.0.7
K	10.9.0		
H	11.1.4		
F	11 5.4		
D	11.8.		
B			
⊗	11.9.4		
2			
4	11.6.4		
6	11.3 3		
8	11.0.4		

Half Breadth 5 W.L.

fr.	ft in 8ths	fr.	ft. in 8ths
W	1.8.2	10	10.9.5
U	2.10.0	12	10.5.1
T	4 1.6	14	9.11.4
S	5.6.6	16	9.3.0
Q	7.8.4	18	8.3.0
O	9.3.2	20	6.3.6
M	10.3.1	22	2.2.4
K	10.10 — Perp.		
H	11.2.0		
F	11.5.0		
D	11.7		
B			
⊗	11.9		
2			
4	11.6.3		
6	11.3.3		
8	11.0.6		

Half Breadth 6 W L

frame	ft. in. 8ths.	ft.	ft. in. 8ths
N	1.10.2	10	10.9.0
ll	3.2.0	12	10.5.0
J	4.7.0	14	10.0.4
J	6.0.4	16	9.5.7
2	8.0.4	18	8.9.3
0	9.6.1	20	8.0.5
m	10.5.0	22	7.4.6
k	10.11.0 Kn[illegible]		2.5.0
k	11.2.0		at
J	11.5		out w/[illegible]
A	11.7		u/s at 3 ft
B			out to 3 in
k	11.9		
J			
4	11.5.3		
6	11.2.6		
8	10.11.5		

Half Breadth 7. W L

frame	ft. in. 8ths	ft.	ft. in. 8ths
N	2.0.0	10	11.8.0
ll	3.5.0	12	10.4.3
J	4.10.4	14	9.0.0
J	6.4.4	16	9.6.4
2	8.2.1	18	[illegible].5
0	9.7.6	20	8.7.6
m	10.5.5	22	8.11.2
k	11.11.0 Perp		7.7.9
k	11.2.0		8.3.4
7	11.4		at 15 in higher
J	11.5.6		
B			
C	11.7.4		
J			
4	11.4.4		
6	11.1.5		
8	10.10.5		

Half Breadth Rail

Frame	ft in 8ths		
7	3, 1, 4		
11	4, 4	10	
3	5, 5	12	
1	6, 10, 4	14	9, 11, 2
2	8, 6, 4	16	9, 6
0	9, 9, 4	18	9, 4
10	11, 6, [illegible]	20	9, 3, 4
12	10, 11, 2	22	9, 3, 4
16	11 2-2	Center, [illegible]	
F		point	7, 5
D			
B			
B			
2			
4			
6			
8			

Rudder stock marked III and
Stern piece Keel of [illegible]
long piece [illegible]

Memoranda of Men

Ashley Lemoine. Capt. Bell
John Stone. Saml Stone
Elijah Pickard. Mr. Buel
L. F. Myrick of Pawtucket.
Thos Cunningham. John Dunn

	ft	in
one log	12 .	9
	10 .	11
	11 .	8

43 inches long

Daniel Toby

[illegible]

[illegible]

Racine

Ever Olson
Bartel Ericson
Oscar Thomson

25 lb .50

3 [illegible] .26

[illegible] lift mast [illegible] 5

fore ward [illegible] 17

4ft from [illegible]

L. Dodge [illegible]

[illegible] Reel [illegible] from

33 W. J. Colby, pump make

Stantonville

Calumet Co

4200 34
675
1450

1450
1985

David Williams Welsh

ft 29 ft

Eng. 3 masts for & main topsail schr

Divide L [illegible] into 1050 parts, take 193 to fore mast

420 parts to main — 264 to mizen — 144 [illegible]

(main mast [illegible] 6 1/2 aft midships)

[illegible], also [illegible]

30
37
45
20

H3446