

SCHOONER “LIZZIE BELL” PAPERS

**Compiled by Peter H. Stemmer
New Gretna, N.J.**

**Originals Documents were donated by Shirley & Leslie
Whealton, Little Egg Harbor, N.J. and are on file in the
Bass River Community Library History Committee Achieves.**

Schooner "Lizzie Bell" Papers

1. Photo of "Lizzie Bell"	1
2. Master Carpenter's Certificate (June 27, 1884)	2-3
3. Place of Building Certificate (June 27, 1884)	4-5
4. Tonnage Admeasurement – Document 1 (June 13, 1884)	6-7
5. Tonnage Admeasurement – Document 2 (June 13, 1884)	8-12
6. Inspector's Certificate (June 27, 1884)	13-14
7. Notice of Award Of Official Number (June 19, 1884)	15-16
8. Master's Certificate – Wallace M. French (February 16, 1890)	17
9. Casualty Report (August 31, 1900)	18-19

Schooner "Lizzie Bell"
Built at Bass River, N.J. in 1884

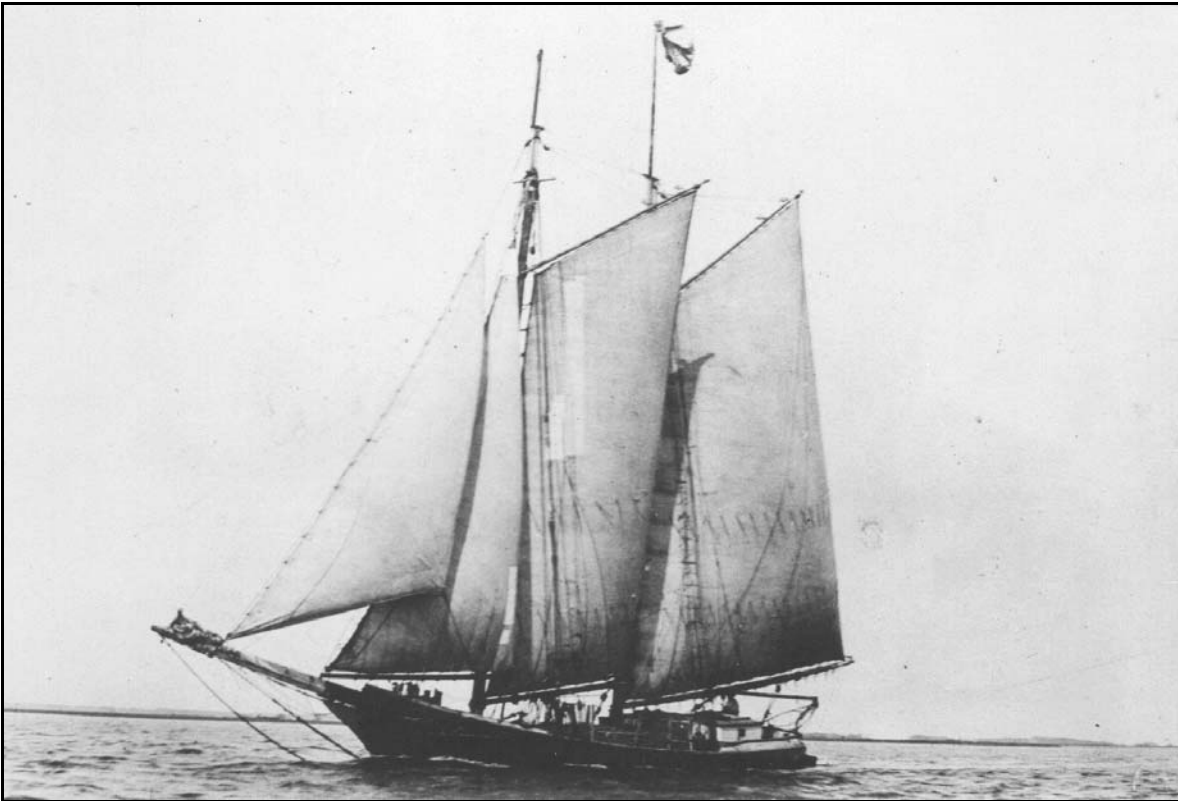


Photo from the Archives of the Bass River Community Library New Jersey History Collection.

Schooner "Lizzie Bell"
Master Carpenter's Certificate
June 27, 1884
(Outer Page - Folded)

Master Carpenter's Certificate.

Schul. Lizzie Bell.

Ent page 9

Schooner "Lizzie Bell"
Master Carpenter's Certificate
June 27, 1884
(Inside Page)

Blank No. 1.
Register's Office.

MASTER CARPENTER'S CERTIFICATE.

District of *Little Egg Harbor*
Port of *Tuckerton N.J.*

Lower Bank N.J.

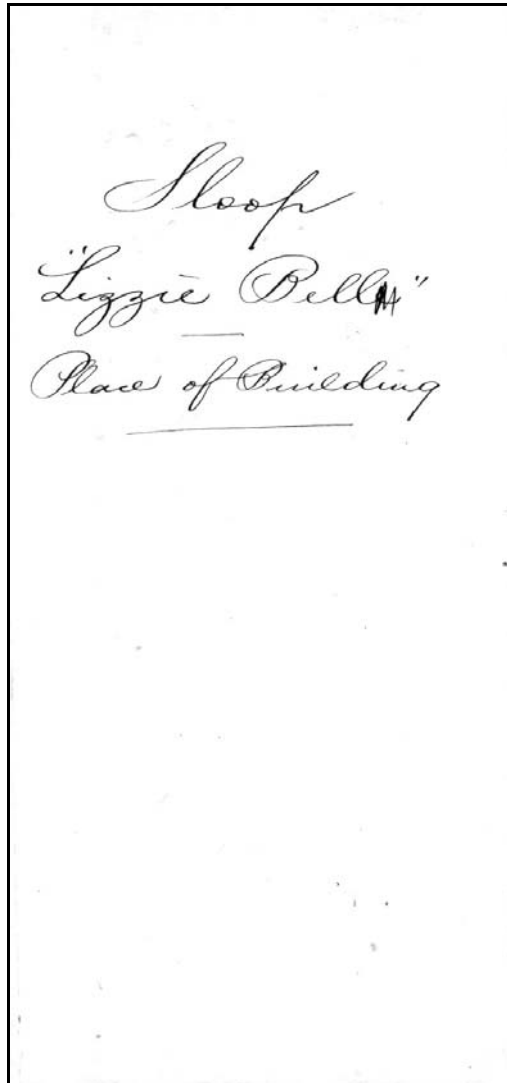
June 27th, 1884.

I, *Josiah C Lane*, Carpenter,
of *Lower Bank Burlington Co. N.J.*, do certify that
the *Schooner*, named the *Lizzie Bell*, was built by
me, *Josiah C Lane*, at *Bass River N.J.*, during
the year *1884*
for *Daniel M French*; that said *Schooner* is
built of *Wood*, has *one* decks and *two* masts,
is *fifty three* feet in length, *Twenty* feet
in breadth, *five* feet in depth of hold and
is of *44¹/₂* Gross and *41²/₂* Net ~~and~~ tons burden.

As witness my hand the day and year aforesaid.

Josiah C Lane

Sloop⁽¹⁾ "Lizzie Bell"
Place of Building Certificate
June 27, 1884
(Outer Page - Folded)



(1) The classification "Sloop" is in error. The vessel was a Schooner.

Schooner "Lizzie Bell"
Place of Building Certificate
June 27, 1884
(Inner Page)

BUREAU OF NAVIGATION. }
Form 15.

Treasury Department,

BUREAU OF NAVIGATION,

Washington, D. C., December 7, 1894

Collector of Customs,

Buckerton, N. J.

Sir:

"The correct place of building of the schooner
Lizzie Bell" (140,711) is New Gretna,
New Jersey (1884).

This place

should be made to appear in the vessel's outstanding marine papers,
your copy of the last annual list of vessels, and your records.

Respectfully, yours,

E. T. Chamberlain

Commissioner.

T. B.

General Customs Regulations of 1874. }
Form 41.

Cat. No. 954 c.

Forms Regulations of 1874. }
Form 41.

Tonnage Admeasurement of the Schooner Lizzie Bell
 J. M. French Master, built at New Britain, N. I.
 Put of Tuckerton, N. I., June 13th, 1884.
 of Tuckerton, N. I.
 by Josiah Lane, Topping of , 1884.

Tonnage depth amidships		5.2 feet.
Number of divisions of depth, 4		
Class, 2		
Common interval between sections		4.5 feet.
" " " "		2.5 "

Height under spar deck 60 feet.
 Head,
 Stern,
 Tonnage length 60 feet.
 Number of divisions of length, 8

Number of decks,	One
Number of masts,	Two
Register length,	56 feet
" breadth,	20 3/4 "
" depth,	5 1/2 "

MEASUREMENTS AND PRODUCTS, expressed in feet and tenths of a foot.

Tonnage (kg/ha)	Section 1.		Section 2.		Section 3.		Section 4.		Section 5.		Section 6.		Section 7.		Section 8.		Section 9.		Section 10.
	Breaths.	Producers.	Breaths.	Producers.	Breaths.	Producers.	Breaths.	Producers.	Breaths.	Producers.	Breaths.	Producers.	Breaths.	Producers.	Breaths.	Producers.	Breaths.	Producers.	
Common interval between breaths.	6.	1.5	5.8	1.45	5.7	1.425	5.3	1.325	5.	1.25	4.8	1.2	4.8	1.2	4.8	1.1	4.4	0	
1	1	1.8	1.8	1.18	16.4	16.4	19.8	19.3	19.5	19.5	19.	19.	18.	18.	16.4	16.4	14.		
2	2	10.9	10.9	43.6	64.8	64.8	19.2	26.8	19.5	19.5	19.	19.	17.9	17.9	15.8	15.8	14.		
3	3	8.9	8.9	17.8	14.8	14.8	18.8	37.6	19.1	38.2	18.9	18.9	17.6	17.6	10.1	10.1	20.2		
4	4	6.	6.	24	12.	48.	17.8	71.2	18.9	75.6	18.3	18.3	12.4	12.4	6.	6.	24.		
5	5	1.	1.		1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.	1.		
6	6																		
7	7																		
Producers			98.2		159.8		205.9		212.3		207.0		173.4		124.8		14.		
Common interval between breaths.			48.3		47.5		44.1		41.6		4.		4.		3.66				
1			24.46		71.80		33.89		22.36		8.28				24.88				
2			36.8		63.60		32.6		34.92						37.4				
3			47.306		75.950		90.8019		88.3168		82.8		70.14		45.6768		14.		

ENCLOSED SPACES ON UPPER DECK.

[illegible][illegible]

[Ed. 9-28-23-2/100.]

Pres. \$10 50 100

Signature

W.W. Daywood

David Mc French

*See back of form.

, Surgeon.

Schooner "Lizzie Bell"
Tonnage Admeasurement
June 13, 1884
(Cover)

TONNAGE ADMEASUREMENT

OF THE

Schooner

CALLED THE

Lizzie Bell.

OF

Sussexton, N.C.

June 13th, 1884.

DISTRICT OF

Little Egg Harbor

PORT OF

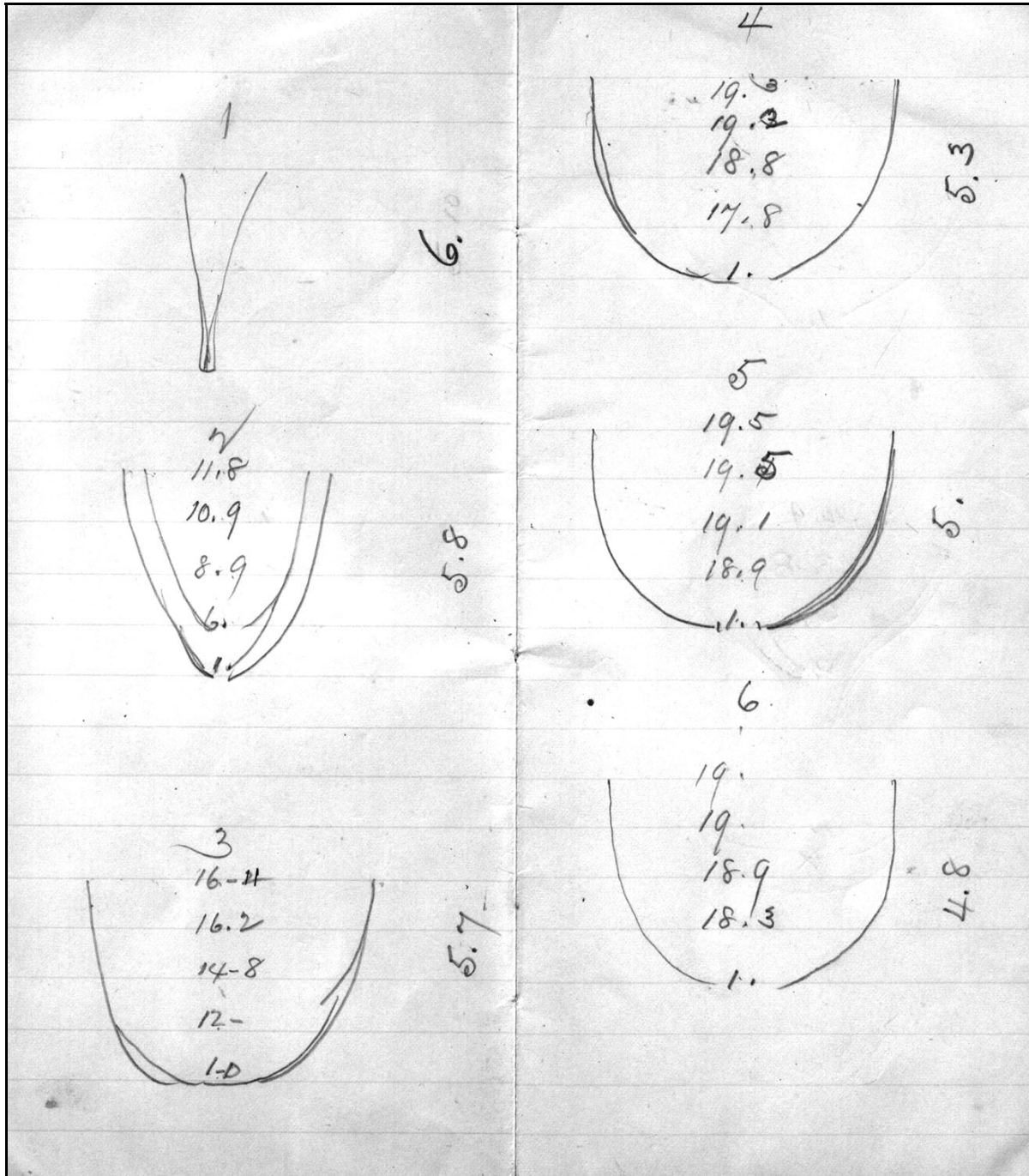
Sussexton, N.C.

"H. L. Staght"

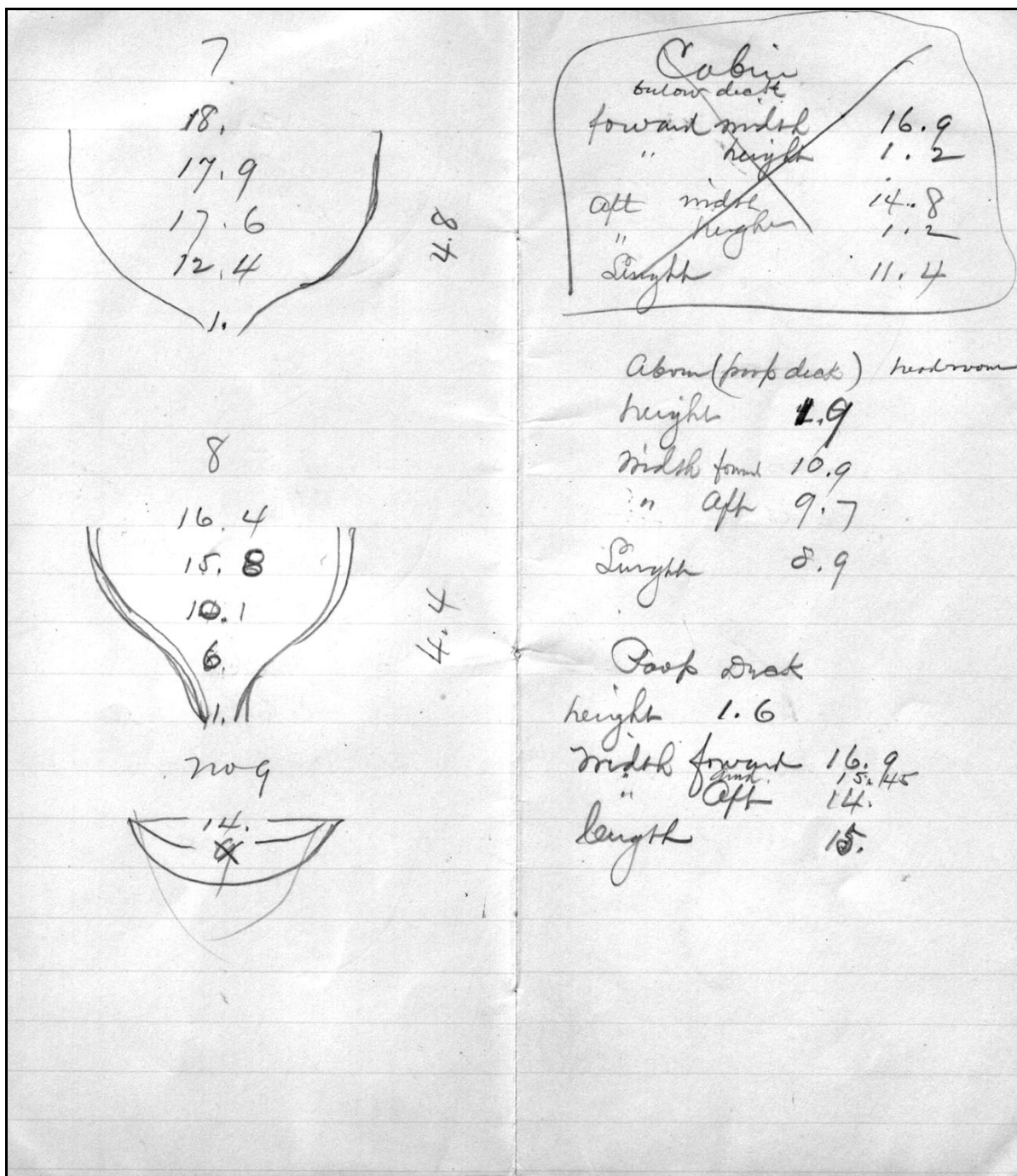
Schooner "Lizzie Bell"
Tonnage Admeasurement
June 13, 1884
(Page 1)

Tonnage Admeasurement
Of the Schooner
Lizzie Bell.
Called the Lizzie Bell
Of New York N.Y.
Built at New York N.Y.
By Josiah Lane
1884.
No. masts, 2 No. of Decks, 1
Register length, 56
" breadth, 20.3
" depth, 5.6
Tonnage length, 60.
" depth, 5.2
No. divisions in length, 8
" " depth, 4
Class, 2
Common interval between sections, 7.5
1-3 " " " " 2.5
Round of beam, 6 inches
Head, blunt
Stern, Elliptic

Schooner "Lizzie Bell"
 Tonnage Admeasurement
 June 13, 1884
 (Page 2 & 3)



Schooner "Lizzie Bell"
Tonnage Admeasurement
June 13, 1884
(Page 4 & 5)



Schooner "Lizzie Bell"
Tonnage Admeasurement
June 13, 1884
(Page 6)

1779
Scho N. E. Skagbl
Length 23
forward - top 26-9
mid - 27-60
aft 27-2
Aft ship top 25-8
mid 26-50
aft 26-1
Aft top 21-5 250
aft 25-2
3.5 Daphh 31 tons
(Ordinances) Poop Deck
Also House entirely
removed. = 25.82 tons
21.
26.82
off
March 30 1886

Schooner "Lizzie Bell"
Inspector's Certificate
June 27, 1884
(Cover)

FORM No. 37.

(CAT. No. 897.)

District of *Little Egg Harbor*
Port of *Quakertown N.J.*
June 27th, 1884.

INSPECTOR'S CERTIFICATE

TO THE COLLECTOR OF CUSTOMS

THAT THE


OFFICIAL NUMBER, TONNAGE,

NAME, and HAILING PORT have been properly
marked upon the following-named Merchant
Vessel of the United States:

Schooner
"Lizzie Bell"



Schooner "Lizzie Bell"
Inspector's Certificate
June 27, 1884
(Inside Page)

 This Certificate will be made out and signed in duplicate by the Inspector; one copy to be addressed to the Collector of the Port, and the other to the Chief of the Bureau of Statistics, Washington, D. C., and both to be delivered to the Collector. The copy intended for the Bureau of Statistics must be promptly forwarded by the Collector.

Form No. 37.

(Cat. No. 897.)

Inspector's Certificate of Official Number, Tonnage, &c.

(Under Sections 4153, 4177, 4178, 4312, and 4334, Revised Statutes, and Act June 23, 1874.)

Customs District of *Little Egg Harbor*
Port of *Luckerton N.J.*
June 27, 1884.

Sir:

I hereby certify that I have personally inspected the following-described merchant-vessel of the United States, and have found that she has her Official Number, to wit: No. *140711* and her tonnage, to wit: *41 7/100* Tons, duly carved or otherwise permanently marked on her main beam; also that she has her name and hailing port painted on her stern in * *yellow* letters, not less than three inches in length, on a black ground.

1. Rig or class, *schooner*. Paddle or screw, if a steam-vessel,
2. Name of vessel, in full, *Lizzie Bell*.
3. Tonnage, (in tons and hundredths,) *41 7/100* Tons Horse-power, if a steam-vessel,
4. Home-port and customs district where owned, *Dist Little Egg Harbor Port Luckerton N.J.*
5. Name of managing owner or principal owners, *D. M. French*.
6. Master's name, *Wallis M French*.
7. Port of temporary registry, enrolment, or license, *Port of Luckerton N.J.*
8. Official number and signal letters, *140711*.
9. Seagoing vessel or not, *Seagoing vessel*.
10. Where and when built, *Built at Bass River 1884*.

Very respectfully,

Charles W Palmer
Inspector of Customs.

To the *Collector of Customs*
District Little Egg Harbor
Port of Luckerton N.J.

* State whether letters are white, yellow, or gilt.

Schooner "Lizzie Bell"
Notice of Award Of Official Number
June 19, 1884
(Cover)

Treasury Department,
BUREAU OF STATISTICS,
June 19th 1884.
Joseph Kimball
Chief of Bureau.

NOTICE OF AWARD OF OFFICIAL NUMBER
BY THE
BUREAU OF STATISTICS
TO THE VESSEL
Lizzie Bell
Number awarded *140.711*

Schooner "Lizzie Bell"
Notice of Award Of Official Number
June 19, 1884
(Inside Page)

(Letter Form No. 48.)

Treasury Department,

BUREAU OF STATISTICS,

Washington, D. C., June 19, 1884.

SIR:

In accordance with the provisions of Section 4177 of the Revised Statutes, and special regulations of the Treasury Department, Circular No. 111, 1881, the Official Number and Signal Letters indicated below have been awarded to the vessel named. After this information has been conveyed to the owner or master of the vessel, you are directed to withhold her documents or marine papers until you have received the evidence prescribed by the circular named that the number has been duly carved or otherwise permanently marked upon her main-beam in accordance with law.

Rig or class, Schooner, Paddle or screw,
Name, Lizzie Bell
Tonnage, 44.19 Gross 44.99 net
Horse-power, nominal, indicated
Home-port, and customs district where owned, Tuckerton, N. J.
District of Little Egg Harbor
Official Number awarded, 140,711
Letters combined with Official Number,

Very respectfully,

Joseph M. Manning,
Chief of Bureau.

To the Collector of Customs,

Tuckerton
N. J.

[Ed. 5-2-'82-4,000.]

Notice sent to owner June 21/84
L.M.W.

Schooner "Lizzie Bell"
Master's Certificate – Wallace M. French
February 16, 1890

Form No. 1014,

MASTER'S CERTIFICATE.

Port of *Tuckerton N.J.*
Feb 16th, 18*90*.
I Certify, on honor, that Seaman *Wallace M. French* has been
employed on board the *Scho. Lizzie Bell*, of *Tuckerton*
from the *1st* day of *July*, 18*89* to the *24th* day of *December*, 18*89*.
He has to my personal knowledge been a seaman on American vessels for a period of *18* years.

Wallace M. French
Master of *Scho. Lizzie Bell*

DESCRIPTION OF PERSON:

Nativity: *American*
Age: *29* yrs
Height: *5 ft 8 in*
Color of eyes: *Black*
Color of hair: *Dark*
Complexion: *Dark*
Distinguishing marks:

(Signature of the Seaman referred to in the above Certificate.)

[Ed. 10-4-'89—90,000.]

From Tuckerton Port of Entry Records
Microfilmed Documents from the National Archives
(Reel #7 – Document #00600)
on file at the Tuckerton Seaport Museum
Tuckerton, N.J.

Schooner "Lizzie Bell"
Casualty Report
August 31, 1900
(Cover)

No. 189	N. Y. Cat. No. 3546b.	CASUALTY REPORT.	
Name of Vessel: "Lizzie Bell"		Date of report, 189	
Date of Disaster: Aug 31, 1900		Collection District of the City of New York, Port of New York.	
GENERAL SUP'T LIFE-SAVING SERVICE.			

REPORTS OF CASUALTIES TO VESSELS OF THE UNITED STATES REQUIRED UNDER PROVISIONS OF SECTIONS 10, 11, AND 12, ACTS OF JUNE 30, 1874.

1887. DEPARTMENT No. 27.

OFFICE OF GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE.
Washington, D. C., February 25, 1887.

TO COLLECTORS AND OTHER OFFICERS OF THE CUSTOMS:

The following is an extract from an Act entitled "An Act to provide for the establishment of life-saving stations and houses of refuge upon the sea and lake coasts of the United States, and to promote the efficiency of the Life-Saving Service," approved June 20, 1874:

Sec. 10. That from and after the first day of July, eighteen hundred and seventy-four, whenever any vessel of the United States has sustained or caused any accident affecting her seaworthiness or her efficiency, the managing owner, agent, or master of such vessel shall, within five days after the happening of such accident or damage, or as soon thereafter as possible, send by letter to the collector of customs of the district wherein such vessel belongs, or of that within which such accident or damage occurred, a report thereof, signed by such owner, agent, or master, stating the name and official number (if any) of the vessel, the number and names of those lost, and the estimated amount of loss or damage to vessel or cargo; and shall furnish, upon the request of either of such collectors of customs, such other information concerning the vessel, her cargo, and the casualty as may be called for; and if he neglect or refuse to comply with the foregoing requirements, after a reasonable time, he shall incur a penalty of one hundred dollars.

Sec. 11. That whenever the managing owner or agent of any vessel of the United States has reason, owing to the nonperformance of such vessel, or to any other circumstance, to apprehend that such vessel has been lost, he shall, as soon as conveniently may be, send notice, in writing, to the collector of customs of the port to which said vessel belonged, of such loss, and the probable occasion thereof, stating the name and official number (if any) of the vessel, and the names of all persons on board, so far as the same can be ascertained; and shall furnish, upon request of the collector of such port, such additional information as he may be able; and if he neglect to comply with the above requirements within a reasonable time, he shall incur a penalty of one hundred dollars.

Sec. 12. That it shall be the duty of the collectors of customs to immediately transmit to the Secretary of the Treasury such reports and information as they may receive under the provisions of the two preceding sections, and they shall also report to the Secretary of the Treasury any neglect or refusal on the part of the managing owner, agent, or master of any vessel of the United States to comply with the requirements thereof.

DEPARTMENT CIRCULAR No. 72 OF 1878:

The attention of Officers of the Customs is called to the clause in section 7 of the Act of June 18, 1878, entitled "An Act to organize the Life-Saving Service," which directs the General Superintendent of the Life-Saving Service to collect and compile the statistics of marine disasters contemplated by the Act of June 20, 1874, and they will hereafter furnish to that officer the reports of such statistics, hitherto furnished to the Secretary of the Treasury, under the requirements of section 12 of the Act of June 30, 1874, and will respond to his request for all pertinent information.

Hereafter, loss of property involved in any accident sustained or caused by a vessel of the United States, amounting to less than \$300, injury to any person, will not be regarded as "material" within the meaning of section 10, and reports of such casualties, unless involving the loss of life or serious points of danger to navigation. Reports will, however, be required in all cases of the total loss of vessels, although the amount involved may be less than \$300.

In cases of stranding, where the amount of damage or loss of property is less than \$300, answers may be required only to interrogatories Nos. 1 to 10 and 24 to 29 of Form Cat. 221 (Wreck Report); and in cases of loss of life, or serious injury to persons where the amount of damage or loss to the vessel and cargo is less than \$300, answers should be required only to interrogatories Nos. 1 to 13 and 24 to 29 of the form referred to.

In cases of collision, reports will be required from both the colliding vessels where the damage or loss of property of the two together amounts to \$300, notwithstanding one of the vessels may have suffered little or no loss.

Approved: S. I. KIMBALL,
General Superintendent.

Acting Secretary,
C. S. FAIRCHILD.

Schooner "Lizzie Bell"
Casualty Report
August 31, 1900
(Inside Page)

[See Department Circular No. 22 of 1887, printed on back.]

N. Y. Cat. No. 356 b.

CASUALTY REPORT

[Under Act June 20, 1874.]

Collection District of the City of New York,
PORT OF NEW YORK.

<p>1. Date (hour of day, day of week, day of month, year).</p> <p>2. Nationality, rig, and full name of vessel (wood or iron).</p> <p>3. Tonnage.</p> <p>4. Age.</p> <p>5. Port where registered.</p> <p>6. Official number.</p> <p>7. Name and residence of master.</p> <p>8. Name and residence of owner.</p> <p>9. Port last sailed from and date of sailing.</p> <p>10. Where bound.</p> <p>11. Number of passengers.</p> <p>12. Number of crew, including masters, mates, etc.</p> <p>13. Number and names of persons lost.</p> <p>14. Estimated value of vessel.</p> <p>15. Estimated value of cargo.</p> <p>16. Nature of cargo.</p> <p>17. Had vessel a deck-load?</p> <p>18. Was she overladen?</p> <p>19. Weight of cargo.</p> <p>20. Estimated loss or damage to vessel.*</p> <p>21. Estimated loss or damage to cargo.</p> <p>22. Amount of insurance on vessel.</p> <p>23. Amount of insurance on cargo.</p> <p>24. Locality of casualty (giving precise point of land or other obstruction in case of stranding).</p> <p>25. Nature of casualty (whether foundering, stranding, or other disaster).†</p> <p>26. Cause of casualty (specifying particularly).</p> <p>27. Force of wind, state of weather and sea; if at night, whether moonlight, starlight, or dark.‡</p> <p>28. State in detail measures taken to avoid casualty.</p> <p>29. By whom and to what extent assistance was rendered.</p> <p>30. Remarks. (All particulars not included in the foregoing will be here stated.)</p>	<p>1 1 Pm. Friday, August 31</p> <p>2 American Schooner Lizzie Bell</p> <p>3 41 2/3</p> <p>4 16 years</p> <p>5 Tuckerton</p> <p>6 140.711</p> <p>7 New Spetna</p> <p>8 New York</p> <p>9 Little Egg Harbor</p> <p>10 Elizabethport N.J.</p> <p>11 3</p> <p>12</p> <p>13</p> <p>14 \$2000.00</p> <p>15 \$3000.00</p> <p>16 Fish Oil</p> <p>17 Yes</p> <p>18 No</p> <p>19 45 Tons</p> <p>20 \$500.00</p> <p>21 20.00</p> <p>22</p> <p>23 \$3000.00</p> <p>24 Sandy Hook</p> <p>25 Run aground on rocks</p> <p>26 Steamer Falco</p> <p>27 Lite Weather good No sea</p> <p>28 starlight</p> <p>29 Did what we could to</p> <p>30 Avoid Accident</p>
--	---

September 4, 1900, 1899

Albert F. Cramer
Master

* Estimated total amount of loss is desired, without regard to what may be covered by insurance or expense incurred in floating vessel, and should be expressed in figures.

† In case of collision, the name and hauling port of the colliding vessel should be given, if possible.

‡ Whether calm, gentle breeze, strong breeze, moderate gale, strong gale, storm, or hurricane.

§ The person making this report will sign his name as managing owner, agent, or master, as the case may be.

(El. 6-23-97-2,000.)

2-63