

MON. NOV. 15 1920

With ~~or Without~~ Disconnected Erections.

STEEL STEAMER.

Received at London Office

State if Report is also sent on the Machinery of the Vessel. *Yes.*Date of completion of report *28th OCTOBER, 1920.*Port of *DETROIT, MICH.*No. *264.*Survey held at *WYANDOTTE & DETROIT, MICH.*Date, First Survey *7th DECEMBER, 1919.*Last Survey *7th AUGUST 1920.*

On the (State if Single, Twin, or Triple Screw)

*STEEL SINGLE SCREW STEAMER "CHIPPEWA"*Rig *SCHOONER.*

TONNAGE under

CLASS *X 100A1*

FEET.

Master

Tonnage Deck

Do. between Tonnage Dk. and 1st and 2nd Dk.Total under Upper Dk. *1949.50*Do. of Poop *65.76*Do. of Bridge House *130.00*Do. of Forecastle *23.52*Do. of Houses on Dk. *86.39*Do. of excess of Hatchways *54.74*

Do. above Crown of Engine Room

Gross Tonnage *2309.91*

Less Crew Space

Less above Crown of Engine Room

TONNAGE FOR FEES

Less Engine Room *739.17*Less Navigation Spaces & CREW SPACES *130.52*Register Tonnage *1440.*Breadth (greatest moulded) *43.5*Depth, at middle of length from top of keel to top of upper deck beams at side *24.21*Transverse Number *67.71*Length on deck from fore part of stem to after part of stern post *251.0*Longitudinal Number *16995*Depth "d," at middle of length (See Secs. 2 & 13) *21.46*Proportions—Depths to Length—Upper Deck Beam at side to top of keel *10.37*

" " Long Bridge Deck Beam at side to top of keel

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock *Yes.*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
<i>251</i>	<i>0</i>		<i>43</i>	<i>6</i>		<i>22</i>	<i>2 1/2</i>		<i>ONE</i>	<i>ONE</i>
Moulded depth, ft. <i>31</i> ins. <i>2 1/2</i> To Bridge Dk. Round of Upper Dk. Beam, Actual <i>12</i> ins.										
Moulded depth, ft. <i>24</i> ins. <i>2 1/2</i> To Upper Dk.										
Dimensions of Ship per Register, Length <i>251.0</i> breadth <i>43.6</i> depth <i>22.2</i>										
FRAMING.						PILLARS.				
FRAME, Angles, or Bars amidships						PILLARS In 'tween Deck, size and spacing				
Do. in peaks						" " Hold				
Do. in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks.				
" " at intermdt. Bkts.						" " in Hold				
ing of Frames from centre to centre amidships						KEELSONS & STRINGERS.				
" " from # }						CENTRE LINE KEELSON, Vertical Plate above				
" " length to Collision bulkhead						" " Rider Plate				
" " in peaks						" " Flat Plate Keel Angles				
" " " "						" " Horizontal Plates on Floors				
" " " "						" " Angles or Bulb Angles				
" " " "						" " SIDE KEELSONS, Number				
" " " "						" " Angles or Bulb Angles				
" " " "						" " Plate above floors, for length				
" " " "						" " Intercoastal Plate for length				
" " " "						" " Attached to outside Plating with Angle				
" " " "						" " BILGE KEELSON, Angles				
" " " "						" " Intercoastal Plate for length				
" " " "						" " Attached to outside Plating with Angle				
" " " "						" " SIDE STRINGERS, Number				
" " " "						" " Angle				
" " " "						" " Intercoastal Plate, for length				
" " " "						" " Attached to outside plating with Angle				
" " " "						" " INNER ANGLE				
" " " "						" " Upper Deck Stringer Plate, br'dth & thickness				
" " " "						" " (clear of Bridge)				
" " " "						" " br'dth & thickness				
" " " "						" " (in way of Bridge)				
" " " "						" " Angle (clear of Bridge)				
" " " "						" " Tie Plate at sides of Hatchways				
" " " "						" " Deck, * Iron or Steel, for WHOLE lng.				
" " " "						" " Thickness (clear of Bridge)				
" " " "						" " (in way of Bridge)				
" " " "						" " Wood Deck, Material & thickness AT SIDES OF HATCHWAYS				
" " " "						" " Second Deck Stringer Plate, br'dth & thickness				
" " " "						" " Angles on ditto, No.				
" " " "						" " Tie Plates outside Hatchways				
" " " "						" " Deck, * Iron or Steel, for lng.				
" " " "						" " Wood Deck, Material & thickness				
" " " "						" " Third Deck Stringer Plate, br'dth & thickness				
" " " "						" " Angles on ditto, No.				
" " " "						" " Tie Plates, outside Hatchways				
" " " "						" " Deck, * Material and thickness				
" " " "						" " Fourth and Fifth Deck Stringer Plate, br'dth & thickness				
" " " "						" " Angles on ditto, No.				
" " " "						" " Tie Plates outside Hatchways				
" " " "						" " Deck, Material & thickness				
" " " "						" " Poop Deck Stringer Plate, br'dth & thickness				
" " " "						" " Angle on ditto				
" " " "						" " Tie Plates				
" " " "						" " Deck, Material and thickness STEEL				
" " " "						" " Bridge Deck Stringer Plate, br'dth & thickness				
" " " "						" " Angle on ditto				
" " " "						" " Tie Plates				
" " " "						" " Deck, Material and thickness STEEL				
" " " "						" " Forecastle Deck Stringer Plate, br'dth & thickness				
" " " "						" " Angle on ditto				
" " " "						" " Tie Plates				
" " " "						" " Deck, Material and thickness STEEL				

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches per Rule.			
WEB FRAMES, In Fore Body, No. and spacing				STEM, moulding and thickness			
No. of Side Stringers				STERN-POST for Rudder do. do.			
WEB FRAMES, In After Body, No. and spacing				RUDDER-A x D Table 22. Speed			
Size of Face Angles to Web-Frames				Main-Piece, diameter at head			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				at heel			
BULKHEADS.				RUDDER, how constructed			
W.T. BULKHEADS				Main Piece & Head - FORGED STEEL.			
Boiler Room				ARMS - CAST STEEL.			
Engine Room				40-8 LBS.			
After Peak				Can the Rudder be unshipped afloat? Yes.			
Collision				Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c.?			
Longitudinal				Carnegie Steel Co.			
				Lackawanna Steel Co.			
				Open Hearth Process.			
Are the outside Plates doubled two spaces of Frames in length? No.				Has the Steel been tested as required by the Rules? Yes.			
Are the Watertight Doors in efficient working order? Yes.							
PLATING.				RIVETING.			
STRAKES.				EDGES.			
AS IN SHIP.				ORDINARY or JOGGLED?			
PER RULE OR AS APPROVED.				BUTTS.			
AMIDSHIP.				SINGLE or DOUBLE.			
BREADTH.				RIVETS.			
THICKNESS.				DOUBLE or TRIPLE.			
THICKNESS.				STRAPS.			
THICKNESS.				IF LAPPED.			
FLAT PLATE KEEL				THICKNESS.			
GARBOARD OR A STRAKE				THICKNESS.			
State actual thickness in way of Double Bottom.				THICKNESS.			
B				THICKNESS.			
C				THICKNESS.			
D				THICKNESS.			
E				THICKNESS.			
F				THICKNESS.			
G				THICKNESS.			
H				THICKNESS.			
J				THICKNESS.			
K				THICKNESS.			
L				THICKNESS.			
M				THICKNESS.			
N				THICKNESS.			
O				THICKNESS.			
P				THICKNESS.			
Q				THICKNESS.			
R				THICKNESS.			
S				THICKNESS.			
T				THICKNESS.			
U				THICKNESS.			
V				THICKNESS.			
W				THICKNESS.			
THICKNESS OF SHEET PILE				THICKNESS.			
Do. of Struts				THICKNESS.			
Do. of Flat Plate Keel				THICKNESS.			
Do. of Sheerstrake				THICKNESS.			
POOP SIDES				THICKNESS.			
SHORT BRIDGE SIDES				THICKNESS.			
FORECASTLE SIDES				THICKNESS.			
Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.							
Upper Deck Stringer Plate				Butts of Side Stringers			
Second Deck Stringer Plate				Inner Bottom Plating, riveting of Edges			
Centre Girder Butts				Frames, riveted through Plates with			
Rivets, state whether Iron or Steel				STEEL.			
FRAMES extend in one length from				State if ordinary or jogged			
REVERSED FRAMES on floors and frames extend from				JOGGED.			
CHANNEL FRAMES.				State if ordinary or jogged			
MASTS, SPARS, &c.							
Material.				Diameter and Thickness.			
Total Length.				At Partners.			
Heel.				Head.			
No. of Plates in round.				Angles.			
Number.				Size.			
Riveting.				Seams.			
Butts.							
LOWER MASTS				Fore			
Main				Main			
Mizen				Mizen			
Bowsprit							
Topmasts, Yards and Remainder of Spars				OREGON PINE DERRICKS.			
Rigging, Material and Size, Shrouds				Stays			
Sails. NONE.				Sails, and the following spare sails			

EQUIPMENT No. 17866				LETTER R.				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				Weight, Ex. Stock.				Weight of Stock.				Test, per Certificate.			
9674				36 3 4				33 11 13 14				35 2 0 1			
9683				36 1 20				33 7 10 21				35 2 0 1			
9686				30 2 24				29 3 13 0				30 0 0 1			
Collective weight.				103 3 20				101 0 0							
9669				11 2 12				13 10 10 0				11 2 7 1			
9694				5 2 12				7 18 1 21				5 3 21 1			
Particulars of Drop Test of Cast Steel Anchors, viz.:-				1st Bower 28-0-24 G.R. 9674. 19-2-20.											
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				2nd " 28-0-24 G.R. 9683. 19-2-20.											
				3rd " 24-0-22 G.R. 9686. 19-2-20.											
				4th " Stream 8-2-18 E.G.B. 9669. 29-1-20. KEDGE 4-1-14 J.L. 9694. 3-3-20.											
CHAIN CABLES.				HAWSERS AND WARPS.											
Number of Certificate.				Length and size supplied.				Test per Certificate.				Weight of Chain Cable.			
2322				240 1 1/2				240 1 1/2				240 1 1/2			
2322 A				SHACKLE				SHACKLE				SHACKLE			
780				SHACKLES				SHACKLES				SHACKLES			
Stream				75 1/2				75 1/2				75 1/2			
Steel Wire				33				33				33			
Boats THREE LIFEBOATS 20'-0". ONE GIG 18'-0".				Steering Gear, Steam BY DETROIT S.B.C.				Steering Gear, Hand BY DETROIT S.B.C.							
Pumps, Number ONE DOWNTON TYPE.				Diameter of Barrel 5"				State whether they are in efficient working order YES.							
Windlass is STEAM & HAND COMBINED BY AMERICAN S.B.C.				Capstan NONE.											
Engine Room Skylights.-How constructed? STEEL PLATES & ANGLES.				What arrangements for deadlights in bad weather? STEEL FLAPS WITH BULLS EYES.											
Coal Bunker Openings.-How constructed? STEEL PLATES & ANGLES.				How are lids secured? BY BATTENS & CLEATS.				Height above deck? 18' 9" 24"							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 5 SCUPPERS EACH SIDE. 6 FREEING PORTS EACH SIDE 1 1/2 x 18" OVAL.				Ceiling in Holds, thickness and material 2 1/2" W. WOOD ON 3" GROUND.				Cargo Battsens, thickness and material 1 1/2" W. WOOD.							
Cargo Hatchways.-How formed? STEEL PLATES & ANGLES.				Hatches, If strong and efficient? YES. 3' W. WOOD.											
State size No. 1 Hatch (Forward) 28'-0" x 18'-0"				No. 2 Hatch 28'-0" x 18'-0"				No. 3 Hatch 28'-0" x 18'-0"				No. 4 Hatch 28'-0" x 18'-0"			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch FIVE SHIFTING BEAMS TO EACH HATCH. NO FORE & AFTERS.				No. of Breasthooks THREE.				No. of Crutches DEEP FLOORS.							
Bulwarks, height above deck and description 3'-6" STEEL PLATES & ANGLE STAYS 6 x 3 1/2 x 11 LBS.				Main Rail, material and size STEEL CHANNEL 6 x 2-8 x 13-0 LBS.											
The foregoing is a correct description.				Builder's Signature (three only) John L. S. Davis				Surveyor's Signature E. J. Davis				Register of Shipping.			
Correspondence.-State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)				N.Y. 11th Dec. 1919.											
Workmanship. Are the butts of plating planed or otherwise fitted? PLANED WHERE PRACTICABLE.				Is the riveted work properly closed? YES.				Are the liners between the frames and plates solid single pieces? YES WHERE NOT JOGGLED.				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? YES.			
Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? YES.				Do any rivets break into or through the seams or butts of the plating? A FEW.											
Are the butts of Plating, Stringers, &c., properly shifted and staggered? YES.				Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? YES.				State results of tests SATISFACTORY.							
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? YES.				State results of tests SATISFACTORY.											
General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the Rules and approved plans, copies of which are in the London Office.				The settling tanks have been constructed in accordance with the approved plans for oil fuel. All double bottom and settling tanks, intended for oil fuel, tested as per Rules and found satisfactory.				Double bottom oil tanks not cemented. NOTATION "P. CEM."							
The quality of material and workmanship is good.				The oil fuel carried in double bottom and settling tanks is intended for burning and not to be carried as cargo.											
Sister vessel S.S. "MONTFAUCON", Report No. 257.															
The Surveyor should state the Number of Report and Name of any Sister Vessel.				Plans to be forwarded with F.E. Report showing vessel as built.											
The amount of Entry Fee \$ 25.00 :				Fees applied for, 2nd Oct 1920				Certificate to be sent to DETROIT, MICH. Date of issue 26.11.20.							
Special Survey Fee \$ 43.75 :				Received by me, 29.10.20											
Travelling Expenses, if any \$ 37.00 :				N.Y. \$ 31.00. DET. \$ 6.00											
State whether the Vessel has been built under Special Survey YES.				I am of opinion this Vessel should be Classed 100 A1. Fitted for Oil Fuel, 70, F.P. ABOVE 150°F.				E. J. Davis							
With, or without Freeboard, as condition of Class WITHOUT.				Committee's Minute New York NOV - 3 1920											
Character assigned not-ArcP				+ 100 A1											
Epl. 4				+ d.m.c. 820											
Ecl. 1				Fitted for oil fuel 820											
JL				3.P. above 150°F											

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 27.0 ft., R.Q.D. ✓ ft., Bridge 64.0 ft., Forecastle 26.0 ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated.

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) ONE DECK STEEL.

Official No. 220782; Signal Letters MBTL.

State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside BY PAINT & CEMENT.

Outside BY PAINT.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors CELLULAR.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft, <u>UNDER ENGINES</u> <u>OIL FUEL.</u>	<u>92.0</u>	<u>236.0</u>	Fore peak tank,		<u>58.0</u>
Double bottom, under Engines and Boilers,			After peak tank,		<u>89.0</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, <u>under Boilers only</u> <u>FRESH WATER.</u>	<u>18.0</u>	<u>56.0</u>	Deep tank, forward,		
Double bottom, forward, <u>OIL FUEL.</u>	<u>34.0</u>	<u>239.0</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>531.0</u>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. ✓

State whether the above have been tested as required by the Rules YES.

Order for Special Survey No. 143

Date 1st Dec, 1919.

No. 282 in builder's yard.

DAYS of Surveys held while building

1919 :- DEC. 17, 18, 23, 26, 30. 1920 :- JAN. 14, 22, 27, 29, FEB. 3, 9, 13, 17, 25, MAR. 1, 4, 8, 12, 16, 17, 19, 20, 22, 23, 26, 29, 31. APR. 6, 8, 9, 12, 14, 22, 23, 26, 28, 30, MAY. 3, 10, 12, 18, 19, 20, 24, 26, 27, JUNE 1, 2, 3, 7, 8, JULY 22, 29, AUG 3, 7.

Total No. of Visits 55.

Surveyor's Signature

E. J. Evans
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David's Register
Foundation