

STEEL STEAMER or ~~MOTORSHIP~~REC'D NEW YORK AUG 6
Received at London Office 23 AUG 1927State if Report has been sent on the Freeboard of the Vessel *No.*State if Report is sent on the Machinery of the Vessel *U.S.*Date of completion of report *August 5th 1927*Port of *New York*No. *4252*Survey held at *New York*Date First Survey *July 16 1927*Last Survey *August 2nd 1927*On the (State if Machinery is Aft and of Single, Twin or Triple Screw) *Steel Single Screw Steamer "CHAMBLEE"*State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Single deck with Poop, Bridge & Deck*

State Type of Erections

TONNAGE under Tonnage Deck... *2323*CLASS *100-A.1.*State if with Freeboard as condition of Class *No.*Built at *Duluth, Minn.*

Do. of space or spaces between Tonnage Dk. and Upper Dk.

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a) *L 25'-0"*Launched Yard No. *332*Total *2323*Breadth (greatest moulded) *B 43'-6"*Builders *McDougall - Duluth Corp.*

Gross Tonnage

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) *D 24'-2 1/2"*Owners *Hammond & Lumber Co.*Register Tonnage *1394*1st Longitudinal Number (L x D) = *6076.2*

Managers (Where necessary to be entered in Reg. Book.)

REGISTERED DIMENSIONS.

Length *25'-0"*Framing Depth "d," at middle of length. See Sec. 3 (1d) *21'-5 1/2"*Residence *260 California St. S. F. Cal.*Breadth *43'-5"*Proportions—Depth to Length—Uppermost continuous deck to top of keel *10-37*Port of Registry *New York*Depth *22'-2"*

Do. Long Bridge to top of keel

If surveyed while building, afloat, or in dry dock

Afloat in dry dock

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
AMES, Spacing amidships	<i>24</i>	✓	Bracket Floors, Frame	<i>7" x 3.35 x 16.5 lbs.</i>	✓
" " from 1/2 length to Collision bulkhead	<i>24</i>		" " Reversed Frame	<i>7" x 3.35 x 16.5 lbs.</i>	✓
" " in peaks	<i>24</i>		" " Vertical Struts	<i>7" x 3.35 x 16.5 lbs.</i>	✓
DE FRAMING.			Centre Girder, depth and thickness amidships	<i>36" x 22.8 lbs. 15.5 lbs. B.S.</i>	✓
Frame Amidships, <i>8 x 3 1/2 x 25.2</i> [<i>Alternate to</i>		<i>Bridge in bridge space</i>	" " top Angles <i>double</i>	<i>3 x 3 x 8.3 lbs.</i>	✓
" " Extends up to <i>W. deck</i>			" " bottom Angles <i>double</i>	<i>4 x 4 x 12.8 lbs.</i>	✓
Reversed Frame Amidships, Angle	✓		Side Girders, No. each side and thickness	<i>9 lbs. 17.1 lbs. B.S.</i>	✓
" " Extends up to	✓		Margin Plate depth (excl. of flange) and thickness	<i>30" x 15.5 lbs. 19.6 lbs. B.S.</i>	✓
Depth of Framing Girder	<i>8"</i>	✓	" " Vertical Angle to Tank side Bracket abaft 1/2 len. from stem	<i>3 x 3 x 6.1 lbs.</i>	✓
Frames in Uppermost Continuous 'tween Decks, Angle, [or]	✓		" " Vertical Angle to Tank side Bracket forward 1/2 len. from stem	<i>3 x 3 x 6.1 lbs.</i>	✓
" " Second 'tween Decks, Angle, [or]	✓		" " Gussets, spacing and scantling abaft 1/2 len. from stem	<i>72" 24" x 21" 13.8 lbs.</i>	✓
" " Third " " "	✓		" " Gussets, spacing and scantling forward 1/2 len. from stem	<i>72" 24" x 21" 13.8 lbs.</i>	✓
Framing in Peaks, [<i>6 x 2.82 x 13 lbs.</i>		Tank Side Brackets, height above base line at toe of Frame and thickness	<i>63" x 13.8 lbs. 17.9 lbs. B.S.</i>	✓
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	<i>7/8" 6" p</i>		INNER BOTTOM PLATING.		
State if Frame Joggled	<i>No.</i>		Breadth and thickness of Middle Line Strake	<i>36" x 17.1 lbs. 14.6 lbs. B.S.</i>	✓
ANTING ARRANGEMENTS (Sec. 7), state system and particulars	<i>2 Pansing Straps & 2 Web Straps & Slats</i>		Thickness of remainder in Holds	<i>36" x 14.6 lbs.</i>	✓
STRENGTHENING OF BOTTOM FORWARD, State Particulars	<i>Solid floors very heavy & double angles to keel</i>		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>Yes.</i>	✓
INGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in <i>8" x 3 1/2" x 15 lbs.</i>		
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, <i>6" x 2 3/4" x 13 lbs.</i>		
Middle Line Keelson, on Floors, Angles, [or]			Spacing	<i>24"</i>	<i>on bridge</i>
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, [or]	✓	
" " Foundation Plate on Floors			Spacing		
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, [or]	✓	
Side Keelsons, No. each side			Spacing		
" thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or]	✓	
" Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle <i>5" x 3" x 11.3 lbs.</i>		
Solid Floors, thickness and spacing	<i>3.8 lbs. 72" 16 lbs. B.S.</i>	✓	Spacing	<i>24"</i>	
" Are Frame and Reversed Frame joggled?	<i>No.</i>		Bridge Deck, <i>6" x 2 3/4" x 13 lbs.</i>		✓
Bracket Floors, breadth and thickness at middle line	<i>48" x 13.8 lbs. 17.9 lbs. B.S.</i>	✓	Spacing	<i>24"</i>	
" breadth and thickness at margin plate	<i>24" x 13.8 lbs. 17.9 lbs. B.S.</i>	✓	Forecastle Deck, <i>6" x 2.8 x 13 lbs.</i>		
			Spacing	<i>24"</i>	

PILLARS AND DECKS.

		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.			INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS , No. of Rows	<i>One in Hold</i>	<i>10" x 3-4 x 22 lbs</i>		Stringer Plate, breadth and thickness in way of Bridge			
„ in 'tween Decks, Size and Spacing		<i>Plate 16-3-45 at 1/2 inch</i>		Thickness of Plating abreast Deck openings in way of Wells			
„ „ „ „ „		<i>Rails of Hatch</i>		Thickness of Plating abreast Deck openings in way of Bridge			
„ in Holds		<i>(4 in all)</i>		Thickness of Plating within line of openings			
„ „ „ „ „				If Sheathed, material and thickness			
Centre Line Bulkhead.				Third Deck.			
Stiffeners and Spacing		✓		Stringer Plate, breadth and thickness			
Plating, thickness of		✓		If Plated, state thickness			
STRINGERS AND DECKS.				Fourth Deck.			
Uppermost Continuous Deck.				Stringer Plate, breadth and thickness			
Stringer Plate, breadth and thickness	<i>44/17/17/17/17</i>	<i>43" x 19-6 lbs</i>	<i>1/2 L</i>	If Plated, state thickness			
„ „ „ „ in way of Bridge		<i>43" x 19-6 lbs</i>	<i>15-5 at 1/2 inch</i>	Poop Deck.			
„ Angle in Wells		<i>5" x 5" x 14-3 lbs</i>		Stringer Plate, breadth and thickness	<i>48" x 15-5 lbs</i>		
Thickness of Plating abreast Deck openings in way of Wells		<i>12-3 lbs</i>	✓	Plating, Sheathing, material and thickness	<i>12-3 lbs</i>		
Thickness of Plating abreast Deck openings in way of Bridge		<i>12-3 lbs</i>	✓	Bridge Deck.			
Thickness of Plating within line of openings				Stringer Plate, breadth and thickness	<i>42" x 13-9 lbs</i>		
If Sheathed, material and thickness				Plating, Sheathing, material and thickness	<i>13-9 lbs</i>		
Second Deck.				Forecastle Deck.			
Stringer Plate, breadth and thickness in Wells				Stringer Plate, breadth and thickness	<i>42" x 13-1 lbs</i>		
				Plating, Sheathing, material and thickness	<i>13-1 lbs</i>		

SHELL PLATING.

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. No. <i>70</i> State if jogged?			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.			Inches.	Inches.		Inches.	Inches.	
FLAT PLATE KEEL	<i>43"</i>	<i>31-8/16</i>	<i>3/16</i>	<i>23-7/8</i>	<i>✓</i>	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Quar</i>	<i>1"</i>	<i>4"</i>	<i>Lapped</i>
„ DBLG. (if any)		<i>✓</i>										
BOTTOM PLATING, No. of Strakes <i>4</i>	<i>5 1/2"</i>	<i>21-2/16</i>	<i>1/2</i>	<i>17-1</i>	<i>✓</i>	<i>Double</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Tri.</i>	<i>7/8</i>	<i>3 1/2</i>	<i>Lapped</i>
BILGE PLATING, No. of Strakes <i>3</i>	<i>21-2/16</i>	<i>1/2</i>	<i>17-1</i>	<i>17-1</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>4</i>	<i>1</i>	<i>22-1/2</i>	<i>1/2</i>	<i>18-0</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
UPPER DECK, Sheer- strake in Wells	<i>43</i>	<i>22-1/2</i>	<i>1/2</i>	<i>16-3</i>	<i>35-1/16</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
UPPER DECK, Sheer- strake in Bridge ...					<i>Bridge Run.</i>							
STRAKE BELOW Sheer- strake in Wells												
STRAKE BELOW Sheer- strake in Bridge ...												
POOP SIDE PLATING				<i>13-1</i>	<i>✓</i>	<i>Single</i>	<i>3/4</i>	<i>2 1/2</i>	<i>Double</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
BRIDGE SIDE PLATING ...	<i>13-9/16</i>				<i>✓</i>	<i>"</i>	<i>3/4</i>	<i>2 1/2</i>	<i>"</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
FOREC'TLE SIDE PLATING				<i>13-9/16</i>		<i>"</i>	<i>3/4</i>	<i>2 1/2</i>	<i>"</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—*Four*
 Extending to ~~Upper~~ *MAIN.* Deck (Sec. 3 c) *Yes.*
 „ Deck next below.....
 As per Rule *H.*

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar				
STEM <i>Casting & Forging</i>	<i>15 ft. Bar</i>	<i>8 1/2" x 2 3/4"</i>		✓
STERN FRAME { Propeller Post	<i>Casting</i>	<i>8 1/2" x 5 1/2"</i>		✓
{ Rudder		<i>7 1/2" x 5 1/2"</i>		✓
RUDDER—A x D				
Speed of Vessel				
RUDDER mainpiece at head	<i>Forging</i>	<i>8"</i>		
" " heel	" "	<i>6"</i>		
" " how constructed	<i>Arms turned on & flayed</i>			
" " double or single plate	<i>Single plate</i>			
" " coupling, vertical or horizontal	<i>Horizontal</i>			

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings	Spacing
<i>Stokehold Bldg.</i>	<i>1/8-1/16</i>				
MIDSHIP BULKHEAD, Upper tween decks	<i>7/24th</i>	[8"x3-4"	23 f' 6"	30"	
<i>ENGINE ROOM.</i>	<i>1/8-9/16</i>	[8"x3-4"	23 f' 6"	30"	
" " Second " "	<i>5-5/16</i>				
" " Third " "					
" " Holds					
	<i>1/8-5/16</i>	[6"x2-8"	13 f' 4"	24"	
COLLISION " (in Hold)	<i>1/2-6/16</i>				
	<i>1/8-9/16</i>	[6"x2-8"	13 f' 4"	24"	
AFTER PEAK " "	<i>2-1/4-1/4</i>				

STEEL.	Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) <i>Jones & Laughlin.</i>	<i>Open Hearth Steel.</i>
	Has the Steel been tested as required by the Rules? <i>Equivalent to (A.B. Test.)</i>	

EQUIPMENT No. <i>R</i>										LETTER	ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
<i>10/27</i>	1st Bower ...	<i>40</i>	<i>3</i>	<i>26</i>				<i>36</i>	<i>10</i>	<i>0</i>	<i>0</i>		<i>Shackles.</i>	<i>Admiral Anchor Co.</i>	<i>Charl. Pa. 27/20</i>
<i>183</i>	2nd „ ...	<i>37</i>	<i>1</i>	<i>3</i>				<i>33</i>	<i>18</i>	<i>3</i>	<i>0</i>		<i>„</i>	<i>Admiral S. C. Co.</i>	<i>Charl. Pa. 27/20</i>
<i>193</i>	3rd „ ...	<i>30</i>	<i>2</i>	<i>14</i>				<i>29</i>	<i>1</i>	<i>3</i>	<i>14</i>		<i>„</i>	<i>„</i>	<i>„</i>
	Collective weight.	<i>111</i>	<i>0</i>	<i>10</i>								<i>101</i>			
<i>270</i>	Stream	<i>12</i>	<i>2</i>	<i>0</i>				<i>14</i>	<i>6</i>	<i>1</i>	<i>0</i>	<i>4</i>	<i>„</i>	<i>„</i>	<i>„</i>
<i>20</i>	<i>KEBEL</i>	<i>6</i>	<i>2</i>	<i>2</i>				<i>8</i>	<i>13</i>	<i>0</i>	<i>0</i>		<i>„</i>	<i>„</i>	<i>„</i>
CHAIN CABLES										HAWSEERS AND WARPS					

CHAIN CABLES.																		HAWERS AND WARPS.			
Number of Certificate.	Length and size supplied.		Test per Certificate. Statu- tory. Break- ing.	WEIGHT OF CHAIN CABLE.		Length and Size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table 53.						
	Length.	Diam.		Supplied.	Per Rule.	Length.	Diam.					Length.	Cir.		Length.	Cir.					
870	Fathoms.	Inch.	Tons.	Cwts.	qrs.	lbs.	Cwts.	Fathoms.	Inch.			Fathoms.	Inch.		Fathoms.	Inch.					
	210	1 1/4	88/2	77 1/2	55 1/2	1-15		210	1 1/4	Shackles	Hayden Cable Co.	Chambers B. 24/11/18	TOWLINE	210	3 1/2	57 1/2					
			lbs.	lbs.			370-2-0			Chain C.		A. R. Hughes		2-90	2 1/4						
30605 D.	30	1 1/4	12/100	12/100				30	1 3/4	"	American Chain Co.	Chambers B. 24/11/18	HAWERS & WARPS	2-90.	1 3/4						
Iron Stream Chain or Chain Wire													"								

Steering Gear, Steam
7x7 American Pump & Hose Co.
Steering Gear, Hand
Hand wheel connects direct to shaft.
Boats
2 Steel-Ho persons
Wood working boat
Steering Chains, Size and Test
1 1/4 diam.
Windlass
Patent Steam 8x8.
Ceiling in Holds, thickness and material
1/2 + 2 1/2 Spruce.
Cargo Battens, thickness, material and spacing
6x1 1/4 Spruce 15 cloc.
Cargo Hatchways.-(Upper Deck)
Thickness of Hatches
3 Spruce.
Size of No. 1 Hatchway (Forward)
22'0"x18'0" No. 2 22'0"x18'0" No. 3 22'0"x18'0" No. 4 22'0"x18'0" No. 5
No. 6
Number of Shifting Beams and/or Fore and Afters
4 to each Hatch. 16 depth centre 13 at ends. 15 1 lb. plating 4"x3"x9 ft. double angles top & bottom.
Builder's Signature

GENERAL DECLARATION
This vessel was constructed under the Survey of the American Bureau of Shipping and the materials listed in accordance with their Rules. The rivetting and workmanship generally is good & efficient and no alterations have been made to the vessel since she was built. The scantlings of the vessel have been checked with the approved plans and found to agree. The general condition of the steel work is good. I am of the opinion that the vessel can be classed 100 A-1. With record of Survey 8-27 and the notation of S.S. 1-3. 11/28. 8-27 in the Register Book.

The amount of Entry Fee £
Special Survey Fee... \$676.00
Travelling Expenses, if any \$10.00
Fees applied for, Aug 5 1927
Received by me, 10/9/27
I am of opinion the Vessel should be Classed 100 A-1.
State whether the Vessel has been built under Special Survey No.
Signature J. P. Hudson
Surveyor to Lloyd's Register of Shipping.
Certificate to be sent to San Francisco N. Y.K. Date of issue 2/9/27

Committee's Minute NEW YORK AUG 10 1927
Character assigned 100 A1 (See form Rpt. 8)

The Surveyors are requested not to write on or below the Committee's Minute.

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

This vessel is a sister vessel to the "Francis Weiss" and the "Chappei". Newport News Report No. 4029 & 4149 respectively.

The following plans are forwarded herewith:—

Midship section
Capacity plan & deadweight scale.

Profile & decks.

Plan post.

Particulars of Drop Test of Cast Steel Anchors, viz.:—
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower
2nd "
3rd "

40 cut. 3 qrs. 26 lbs. L. 10/27. 27/11/1920. Head & Hawk dropped 129.
37 cut. 1 qr. 3 lbs. W. O. R. 183. 28/5/1918. " " " "
30 cut. 2 qrs. 14 lbs. W. O. R. 193. 31/5/1918. " " " "

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 25 ft., R.Q.D. ✓ ft., Bridge 64 ft., Forecastle 2 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (this information is to be given as it should appear in the Register Book)

One deck. Steel.

Official No. 217804 ; Signal Letters L.Q.M.T.

Is bottom of Vessel coated with cement

Yes.

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water
Double bottom, aft,	68.	160.	Fore peak tank,	14.	
Double bottom, under Engines and Boilers,	40.	120.	After peak tank,	24.	
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	100.	255.	Other tanks, if fitted,		
		535.	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No. 55

Date July 14. 1927

Dates of Surveys held while building



Lloyd's Register Foundation