

REPORT of SURVEY for REPAIRS, &c.

Date of writing Report Aug. 5th 1927 When handed in at Local Office Aug. 5th 1927 Port of Newport News, Va.

No. in Survey held at Norfolk, Va. Date, First Survey July 16th Last Survey Aug. 2nd 1927.
g. Book. (No. of Visits 9)

6220 on the ~~Woodlark~~ Steel S/S "CHAMBLEE"

TONNAGE:— Built at Duluth, Minn. By whom McDougall Duluth Co., When 1919
GROSS 2323 Owners Hammond Lumber Company. Owners' Address 260-California St., San Francisco, Cal.
UNDER DK. Managers Port belonging to New York.

Surveyed Afloat or in Dry Dock? Yes Name of Dock Norfolk S.B. & DD Co. Destined Voyage S. Fo; via Balto.

Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).
CHARACTER: for Special Survey, Date of last Survey and of Periodical Surveys. YEARS Assigned for SPECIAL SURVEY. Machinery and Boiler Survey (including date of N.B., if any).

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, rudders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. _____ Port _____

Periodical Surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. Society's Freeboard (if assigned) as painted on Ship and now verified } ft. ins.

Was a damage report made by anyone else? If so, by whom?

REPAIRS, OR EXAMINATION AS PER RULE, FOR Classing. Special Survey No. 3.

Vessel placed on dry dock. Bottom and rudder, cleaned, examined and recoated. Fore peak space cleaned and examined- good. Fore peak tank, all double bottom tanks and after peak tank cleaned internally and examined. Ceiling lifted in holds and over bilges and forward and after peak tanks and all double bottom tanks tested to Rule requirements and found tight and sound. Ceiling re-laid. Air and sounding pipes and casings for same examined and repaired as found necessary. Cargo holds examined and partly recoated. Bulkheads, framing, panting stringers, web frames, beams, brackets and connections examined and found in good order. Chain cables ranged and examined. 240-fathoms of 1.3/4" chain compared with certificates produced and found to agree. Chain locker cleaned out, examined, recoated and chain cables re-stowed. Anchors examined - 3B - 1S - 1K and compared with certificates

DESCRIPTION OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors.	Beams.	Str. Plates.	Dk. Plates.	Other Items:—
Renewed								
Removed and Faired or Repaired								
Faired or Repaired in place								

GENERAL CONDITION OF THE	State if Tanks have been examined inside	Dblg. Plates under Sounding Pipes	Copper, or Y.M. of Wood Vessels (State if on Feet)
Good	Yes	Good	When put on, Month
Age of Decks	State if Tanks now tested	Engine Room Skylights	Boats
Plating	Yes	Coal Bunkers, Open'gs, Lids, &c.	Masts, Yards, &c.
Fastenings	Good	Scuppers	Condition, how ascertained (State if wedges removed)
Rudders		Cargo Hatchways	Sails
Steering gear and its connections		Hatches	Equipment letter
Windlass		Planking of Wood Vessels	Anchors, No. of
Have Pumps now been examined and found efficient?	Yes	Caulking	Cables (State if now ranged)
Have Sluice Valves now been examined and found efficient?	Yes	Treenails	length (on board)
Have Watertight Doors now been examined and found efficient?	Yes	Breasthooks & Stems	Rule length
Have Ventilators and their Comings been examined and found efficient?	Yes	Transoms, Pointers, & Crutches ditto	Hawser & Warps
Bottom Plating		Timbers of Frame at openings ditto	Standing and Running Rigging
		Ditto ditto at other places ditto	
		Stringers, Clamps & Shelves	
		Stairing	
		(State if examined.)	

General Observations, Opinion as to Class, Recommendation, &c.:

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1.24," or "to remain as classed and to have record of survey, 1.24, and the notations of ss No. 1-24 and ptND24, &c."

This vessel is now in good condition and the case is respectfully submitted for the record of 100-A-1 8.27 and the Notation of S.S.N.Ns. No. 3, 18.27 in the Register Book.

(per Section 29) S. Survey \$678.50 Fees applied for, 5/8/1927
Name or Repair Fee (if any) £ Expenses (if chargeable) \$ 10.30 Received by me
Surveyor's Fee (if any) £

J. P. Mason
Surveyor to Lloyd's Register of Shipping.

Charterer's Minute NEW YORK AUG 10, 1927
Character Assigned 100 A1
L.M.C. S.S.N.Ns. No. 3. 8.27 L.M.C. 8.27
Light T.S. 8.27 subject



9a.

of Newport News, Va.

Continuation of Report No. 4252 dated Aug. 5th, 1927. on the

S/S "CHAMBLEE"

and found to agree. After peak space cleaned and examined.

Lower side bunkers, cleared of coal and examined-condition good. Now recoated.

Bridge space, machinery space and under main boilers examined.

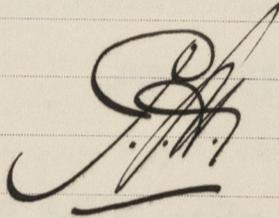
Masts, spars and rigging and general equipment examined. Plating in way of side lids examined. It was not considered necessary to drill the shell plating.

Bridge deck, weather decks, hatches, casings, hatch ways, beams and fastenings, ventilators and coamings for same examined and found in good order.

Hand pump and water tight doors examined, worked and found efficient.

Boats and equipment for same now examined and found complete. Steering gear chains removed, annealed, worn links cut out and replaced, and chains put in good order. Steering gear connections generally overhauled. Hand steering gear tested and found efficient. Windlass examined, working parts overhauled, tested under steam and found to be in good working order.

The various scantlings, thicknesses and rivetting of this vessel has now been checked over and compared with the approved plans and found to be as approved.



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