

WOOD SHIP.

Seattle 7/25
WED.No. 125 Survey held at Olympia Wash Date, First Survey May 18-1917 Last Survey Sept 30th 1918
on the two masted twin screw Motorship CHALLAMBA Master John H. Baker.

TONNAGE under Ponnage Deck 1893.05
 Ditto of Spar Deck, or Aying Deck 136.76
 Ditto of Poop, or Raised Dr. Dk. 167.12
 Ditto of Houses on deck forecabin 78.63
 Ditto of Forecastle excess hatchways 6.33
 Gross Tonnage 2400.77
 Crew Space, as per Rule 182.44
 Register Tonnage, cut on beam on charge 10.00
 Engine Room 339.27
 Register Tonnage, as a Steamer, 37.03
 cut on the Beam, Radio 1791.73

Built at Olympia When built 1918 Launched July 4th
 By whom built Sloan Shipyard Owners Commonwealth Government
 Port belonging to Melbourne Aust. Destined Voyage Sydney.
 If Surveyed while Building, Afloat, or in Dry Dock on stocks.

SCANTLINGS OF TIMBER.	IN SHIP.			REQUIRED PER RULE, OR AS APPROVED.			OUTSIDE PLANK.	THICKNESS.		Dimensions of Ship per Register.
	SIDED.	MOULDED.		SIDED.	MOULDED.			In Ship.	Per Rule, or as Approved.	
Length as per Section 39	265 0						Garboard Strakes	8x18	8x18	Length 262.2 breadth 46.4 depth 21.7
Length of Keel	262 10						Garboard to Bilge	5	5	No. of Decks with Flat laid over
							Bilge Planks	6	6	No. of Tiers of Beams two.
							Bilge to Wales	5	5	
							Wales	5	5	
							Topsides	7	7	
							Sheer Strakes	7	7	
							Plank Sheers	7	7	
							Water Upper Deck	12x13	12x13	
							Ways Lower Deck	10x12	10x12	
							Ditto, faying surface against Timbers	10	10	
							Upper deck	12	12	

Size of Bolts in Fastenings, distinguishing whether Copper, Yellow Metal, or Iron; also of Treenails.

	Copper or Yellow Metal in Ship.				Iron in Ship.				Copper or Yellow Metal in Ship.				Iron in Ship.		
	Ins.	Ins.	Size required per Rule.		Ins.	Ins.	Size required per Rule.		Ins.	Ins.	Size required per Rule.		Ins.	Ins.	Size required per Rule.
Knee, and Deadwood abaft	✓	1 1/2	1 1/4	Transoms and throats of Hooks	✓	1 1/2	1 1/4	Hold Beam Waterway	✓	1 1/2	1 1/4		✓	1 1/2	1 1/4
Boards of Keel, No. 8	✓	1 1/4	1 1/4	Arms of Hooks	✓	1 1/2	1 1/4	Bolts in Knees	✓	1 1/2	1 1/4		✓	1 1/2	1 1/4
On Bolts through Keel at Floor	✓	1 3/8	1 3/8	Thro' Bilge and Limber Strakes	✓	7/8	7/8	Bolts in Shelf or Clamp	✓	1 1/2	1 1/4		✓	1 1/2	1 1/4
Through Heels of Timbers	✓	1 1/4	1 1/4	Thickstuff over Double Floors	✓	1	1	Deck Beam Waterway	✓	1 1/2	1 1/4		✓	1 1/2	1 1/4
Fast Deadwood 6. say.	✓	1 1/4	1 1/4	Butt End Bolts	✓	1	1	Bolts in Knees	✓	1 1/2	1 1/4		✓	1 1/2	1 1/4
Bolts	✓	1 1/4	1 1/4	Short Bolts in Ceiling	✓	1	1	Bolts in Shelf or Clamp	✓	1 1/2	1 1/4		✓	1 1/2	1 1/4
				Pintles of the Rudder	✓	4	4	Nails or Bolts in Flat of Deck	✓	3/8 x 10	3/8 x 10		✓	3/8 x 10	3/8 x 10
								Treenails	✓	1 1/2	1 1/2		✓	1 1/2	1 1/2

ERING.—The Space between the Floor Timbers and Lower Foothooks is 12 Inches. The Space between the Top-Timbers is 12 Inches.

ors consist of Douglas Fir The First Foothooks of Douglas Fir

and Foothooks of Douglas Fir The Third Foothooks and Top Timbers of Douglas Fir

a Keelson is Douglas Fir and are free from all defects. The Shifts of the First and Second Foothooks are not less than 4.0

er Keelson is Douglas Fir N.B.—When less than prescribed by the Rules, state how many.

isons, Knightheads, Hawse Timbers, & Aprons of Douglas Fir ditto. The rest of the Shifts of the Frame are not less than 4.0"

, of Douglas Fir and free of defects ditto. The Frame is 24x20x10 squared from First Foothook Heads upwards,

and Stern Post of Douglas Fir ditto. and are free from sap, and from thence downwards, the frame is 24x20x26

and Hold Beams of Douglas Fir The double Frames are through bolted together to the Gunwale.

ks of Douglas Fir Knees of Douglas Fir N.B.—If not, state how bolted with fir tumblers

piece of Rudder of Iron bark. Windlass of Iron & steel. The Butts of the Timbers are fitted sq. close together; their thickness not

l of Douglas Fir less than full depth of the entire moulding at that place.

ING OUTSIDE.—From the top of the Keel to two-fifths the depth of Hold, the Plank is of Douglas Fir The Frame is not choiced with square Butts at each end of the deck.

e above named height to the Wales is of Douglas Fir

es and Black-strakes are of Douglas Fir The Topsides and Sheer-strakes are of Douglas Fir

cketting and Plank-sheers are of Douglas Fir The Water-ways { Upper Deck Douglas Fir

ks Douglas Fir State of good { Lower Deck Douglas Fir.

fts of the Planking are not less than 12 Feet ✓ Inches. N.B. If less than prescribed by the Rule, state whether general or partial,

and if partial, in what part of the Ship. The Planking is wrought with 3 stakes between, and without step-butt.

PLANKING INSIDE.—The Limber-strakes and Bilge-strakes are of Douglas Fir

The Ceiling, Lower Hold, and between Decks are of Douglas Fir. Shelf Pieces and Clamps are of Douglas Fir.

FASTENINGS.—To Hold Beams are fastened to ceiling with double shelf pieces and double

waterways with thru clinched fastenings as per midship section. All half beams

fastened to ceiling with lodging knees fitted and clinched bolted.

Deck Beams fitted with splicing knees, 20 each steel knees on each side midships fastened

with screw bolts, full waterways fitted on top of beams and through fastened,

as per midship section.

Number of Breasthooks three. Pointers three at each end Crutches ✓

Butt End Bolts are of 7/8" galv. in the Bottom are Bolts in each Butt End button headed through and clinched.

Bilge and Limber Strakes 4-1" 2 bolted through and clinched. Treenails of locust 1 1/4" How made machine turned.

Thickstuff over Double Floors are bolted through and clinched. General quality of Workmanship good.

We certify that the above is a correct description of the several particulars therein given.

Sloan Shipyard Corporation Surveyor's Signature J. S. Cutting

Builder's Signature By L. P. Maldonado Macayan Surveyor to Lloyd's Register of Shipping.

Lloyd's Register
Foundation

MS92-0143

EQUIPMENT TONNAGE 19786. letter S. ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT, REQ. BY RULE			Description of Anchor.	Makers.	Where and when test Superintendent
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Tons.	qrs.	lbs.			
102	1st Bower	39	3	24	stockless			35	15	0	0	38	3	0	Admiral	Columbia Steel Works.	San Francisco 20.3.18
36	2nd	37	2	4	"			34	2	2	0	38	3	0	"	"	19/2/17.
168	3rd	33	1	2	"			31	1	1	0	32	2	0	"	"	23/5/18
	Collective weight	110	3	2								110	0	0			
57	Stream	13	0	4	"			14	15	0	0	12	5	0	"	"	28/12/17.
58	Kedge	6	2	2	"			8	15	0	0	6	2	14	"	"	28/12/17
	2nd Kedge.....																

CHAIN CABLES.

HAWSERS AND WARPS

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	Weight of Chain Cable.		Fathoms and Size per Rule.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Ful Size.
				Supplied.	Per Rule.									
359	210	1 1/2	59.2.2.0	369.3.14	397.3.6	240.1 1/2	stud.	National Chain Co.	Report made 25/10/17 by J. S. MacArthur.	TOWLINE	90	4 1/2	33000	4 1/2
										HAWSER	290	7"	29	
51801										WARP	290	6"	2.9	
Iron Stream Chain	75 2/3	1 1/8	22.15.0.0	50.2.3.	48.2.6	75-1 1/8	stud.	Not mentioned.	Dipton. 6/1/18. C. S. Remine.					

Masts, Yards, &c., are in good condition, and sufficient in size and length.

Standing and Running Rigging good & sufficient in size and good in quality.

Sails. Suit of Sails, and the following spare sails.

Boats 2-24 foot, metallic Life boats on 16 ft. work boat.

Windlass, present state is Capstan Hyde 6x6" Rudder Douglas Rudder 1-hand for peak. 2" quarter 2-10x6 duplex 1 donkey day

Scuppers, &c.—What arrangements are there beyond the scuppers on deck, for clearing upper deck of water, in case of a sea coming on board?

4-12x24" freeing ports both fore and aft also large mooring chocks 2 scuppers fore

Cargo Hatchways.—How formed? 12x14x10x14—coaming 28" high State size No. 1-14x14 No. 2-14x20

If of extraordinary size, state how framed and secured? ✓

What arrangement for shifting beams? No. 1 and 4-1-5.8. 14x18"-3 for. after 8x10 No. 2-3-2-14x18" 5 8 3-3-8x10

Hatches, themselves, whether strong and efficient? yes.

Main Hatchways.—State size 14'x20'

Order for Special Survey, No. 40

Date April 24th 1917

DATES of Surveys held while building, as per Section 35.

Order for Ordinary Survey, No.

Date

No. 3 in Builder's Yard.

1st. When the Frame is completed Aug. 11-1917 May 18th June 9.22 July 17 Aug. 10 Sept.

2nd. When the Beams are put in, &c. Feb. 21-1918 Oct. 16 30 Nov. 8.13 Dec. 11-15 Jan. 1918

3rd. When completed and before the plank be painted or payed May. 1st. 1918 June 3-15-17 July 3 Aug. 1-5.

General Remarks.

This vessel has been built in accordance with the approved plans, the secretaries and in general conformity with the rules for the class contemplated, the fastenings of the outer planking where of iron are galvanized the garboards are fastened to each floor with 4-7/8" gal button headed bolts 22" long, and edge bolted into keel with 7/8" galvanized drift bolts at every alternate space, the outside planking 10" wide and less is fastened with 2-galv. spikes and two trenails, and all over 10" wide with two spikes and three trenails at every frame. The inside planking from keel to main deck beams is edge fastened with 1" drift bolts in every alternate space. All 8" ceiling is fastened with 4-1" button headed drift bolts and all thick ceiling is fastened with 4-1" bolts, 2 of same driven through and clinched at every frame. Keelsons and keel hogs 4-1 1/2" drift bolts through and clinched at every frame, and assistant keelsons the same and each tier of keels are horizontally fastened with 1 1/2" bolts through and clinched at alternate spaces and staggered. Fuel tanks have been built and tested in accordance with approved plan and fitted with approved plans to prevent the oil from coming in contact with the ceiling or getting into bilge. Copy of approved plans are herewith forwarded. The salting of this vessel has been carried out in accordance with section 37 of the rule with the exception of the salting of the beams, and air coursers fitted fore and aft required. The plating surfaces of keelsons and timbers have been specially treated with carbolium.

Present condition of Caulking of Bottom

Deck, good

and Waterways good

If Sheathed, Doubled, Felted, Coppered, or Yellow Metalled

When last done

I am of opinion this Vessel should be Classed

A-1-12 years, salted, & specially treated.

The Amount of the Entry Fee ... \$ 25.00

Special ... \$ 425.00

Certificate ... \$

Travelling Expenses, if any, £ Local \$ 89.13

" " " N York \$ 18.50

Fees applied for,

Oct 24 1918

Received by me,

9/11/18

W. P. Cutting & W. P. Hollings

Surveyors to Lloyd's Register of Shipping.

Committee's Minute

Character assigned

+ 12 A1 subject

note: Sp. br S

+ dmc 9.18

Salted & specially treated

Elec Light

New York NOV 6 1918



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