

M/M Box 675

CHARLES E. ROSS
NAVAL ARCHITECT-ENGINEER
SURVEYOR
16 EXCHANGE PLACE
NEW YORK

February 28, 1929

James French, Esq.
Principal Surveyor of United States & Canada
Lloyd's Register of Shipping
17 Battery Place
New York City, N. Y.

Handwritten scribbles and a large '58' in the upper right corner.

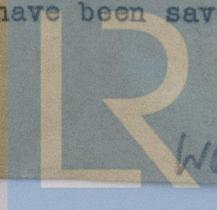
Dear Sir: S/S "CHUKY"

The steamship "CHUKY", built in 1922, gross tonnage - 7335 tons - sailed from San Pedro, California, on or about January 19, 1927, for Tsurumi.

On, or about, February 15, 1927, the vessel met with an accident, roughly outlined in a telegram, copy of which follows:

"Statements show vessel left San Pedro, January nineteenth, for Tsurumi. Usual winter weather until about week before accident which occurred seven forty five morning February fifteenth about hundred eighty miles off Yokohama position about one forty one east thirty four north. During this week there were gales sometimes eight to twelve force Beaufort and culminating day and night before accident in tailend typhoon according pumpman and exceptionally heavy weather according virtually all witnesses with big seas and vessel laboring and straining heavily, vessel hove to all night. According practically all statements, "CHUKY" buckled at number five tank under flying bridge so that she was bent down there with stem and stern high. Chief engineer who was on after deck at time says number five tank tops blew off when she buckled and oil puffed hundred feet in air. Some witnesses say there was explosion after buckling but most of them not very clear about this. All agree however fire quickly followed buckling and most statements think this caused by short circuiting account electric wires breaking because of buckling. One statement suggests fire caused by spark from rasping of plates in buckling. Oil over this part of vessel aflame and some little time later flame broke out in oil on water. This second ignition, in the chief's opinion, due to chemical composition attached to life ring in water. Two parts of ship separated. Attempts launch workboat forward futile account heavy seas and list bridge and all forward part except forecandle head being quickly submerged. All witnesses agree impossible for anyone to have been saved

© 2020



Lloyd's Register
W675-01823
Foundation

committee s

James French, Esq.

February 28, 1929

from this forward section which eventually turned turtle with only stem sticking out. Apparently no one saved from forward part. Twenty-one survivors were on aft section and eventually got away in port after lifeboat. This lifeboat launched after more than hour under greatest difficulties account storm and heavy seas and after part being at forty-five degree angle with ten degree port list. The two sections of "CHUKY" were lost to view as darkness came on and neither has been seen since so far as survivors know though Japanese Navy made search. Lifeboat with twenty-one survivors was afloat all day fifteenth and all night in continuing severe storm until about eleven thirty morning sixteenth when they were picked up by Japanese fishing boat "MATSUCHI MARU" and landed at Misaki morning February seventeenth. Practically all statements flatly say buckling caused by heavy weather and fire in turn caused by buckling. Most of them conclude with statement vessel seaworthy properly manned and equipped and nothing matter with ship or lifeboats."

In addition to the above information, it appears that at the time of sailing the draft of the vessel was 28 ft. 5 inches forward and 28 ft. 0 inches aft.

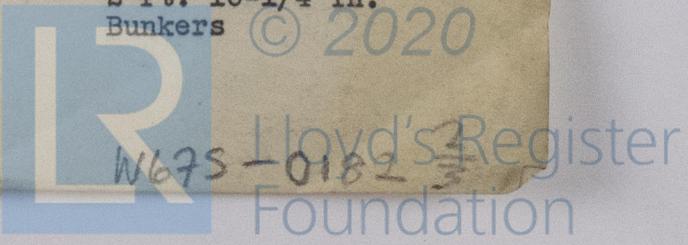
From the papers to hand, it would also appear that there was on board 1320.17 long tons of bunkers - (Bunker C fuel oil) and also that there was a cargo of 9869.32 long tons.

It would also appear that bunkers were carried in No. 1 tanks, No. 10 tanks and in No. 4 summer tanks.

The ullages show as follows:

		<u>PORT</u>		<u>STARBOARD</u>
No. 1	-	Bunkers	-	Bunkers
No. 2	-	1 ft. 6 in.	-	1 ft. 8-1/2 in.
No. 3	-	2 ft. 3 in.	-	2 ft. 7 in.
No. 4	-	1 ft. 8-1/4 in.	-	1 ft. 3-3/4 in.
No. 5	-	1 ft. 6 in.	-	1 ft. 8-1/2 in.
No. 6	-	1 ft. 5-1/2 in.	-	1 ft. 6 in.
No. 7	-	1 ft. 9 in.	-	1 ft. 8-1/2 in.
No. 8	-	2 ft. 6 in.	-	1 ft. 3-1/4 in.
No. 9	-	1 ft. 6 in.	-	1 ft. 4-3/4 in.
No.10	-	Bunkers	-	Bunkers

		<u>SUMMER TANKS</u>	
No. 1	-	3 ft.2-1/2in.	- 4 ft. 5 in.
No. 2	-	3 ft.0 in.	- 3 ft. 2-1/4 in.
No. 3	-	2 ft.8-3/4 in.	- 2 ft. 10-1/4 in.
No. 4	-	Bunkers	- Bunkers



James French, Esq.

February 28, 1929

Mean temperature of oil in tanks	-	68 degrees.
Cofferdam No. 1	-	empty.
Cofferdam No. 2	-	empty.
Forward deep tank	-	empty.
Forepeak tank	-	empty.
After peak tank	-	empty.

28.2 1/2
26.9
x 1.5 1/2

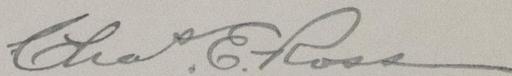
The register shows the summer draft as 26 ft. 9 inches.

It has been suggested that with the vessel leaving San Pedro with drafts as before stated; namely, 28 ft. 5 inches forward and 28 ft. 0 inches aft, that the vessel would then be subjected to considerably heavier stresses at deck and keel than are safe.

This vessel is stated as of a little different design than is customary and it has also been suggested that if loaded to her prescribed mark, the stresses in the keel and deck would be greater than is customarily found in tankers of a more usual construction.

I am acting for the owners of the vessel in the matter and if there is any information or calculations along the lines suggested, that you can furnish, they will be greatly appreciated.

Yours very truly,



CHARLES E. ROSS

CER.HP

CC to Burlingham, Veeder, Fearey, Clark & Hupper, (Att: Mr. Clark)



© 2020

Lloyd's Register
Foundation

W675-0182 3/11