

~~Awning or Shelter Deck~~
~~or Pt. Awning Deck~~

STEEL STEAMER.

TUE. - 1 FEB. 1916

No. 4880.

State if Report is also sent on the Machinery of the Vessel *yes*.

Port of *Copenhagen* Date of completion of Report *21 Jan 1916*

Received at London Office

Survey held at *Copenhagen* Date, First Survey *26 May 1915*

Last Survey *21 Dec 1915*

On the (State if Single, Twin, or Triple Screw) *4 unit Twin Screw Steel Ship "Chile"*

Rig *4 pole masts with topmasts.*

TONNAGE under Tonnage Deck *5045.07*

CLASS *80/100 A1 Shelter deck with foredeck*

FEET.

Master *F. Grue*

Year of Appointment (1) As Master in service of owner of present vessel: 1915 (2) As Master of this vessel: 1915

Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *266.74*

Breadth (greatest moulded) *55'-0"*

Total under Upper Dk. *5569.94*

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *38'-6"*

Do. of Poop *✓*

Deduct height of 'tween deck when this does not exceed 8ft. *8'-0"*

Do. of R. Qr. Dk. *✓*

Transverse Number *85.5*

Do. of Bridge House *✓*

Length on deck from fore part of stem to after part of sternpost *425'-5 1/2"*

Do. of Forecastle *✓*

Longitudinal Number *36377*

Do. of Houses on Deck *258.13*

Depth "d" at middle of length. See Secs. 2 & 13. *18.79*

Do. of excess of Hatchways *✓*

Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *11.05*

Do. above Crown of Engine Room *✓*

" " " Upper Deck at side to top of keel *13.95*

Gross Tonnage *5569.94*

Destined Voyage *Aalborg*

Crew Space *157.09*

Surveyed while Building, Afloat, or in Dry Dock *yes*.

Age for Fees *5412.85*

Residence *Copenhagen*

Engine Room *1782.38*

Port belonging to *Copenhagen*

Navigation Spaces *139.98*

Net Tonnage *3490.49*

| LENGTH on keel as per Rule | Ft. | Ins. | BREADTH Moulded | Ft. | Ins. | DEPTH, ACTUAL | Ft. | Ins. | Top of Floors to top of Shelter Dk. Beams | Ft. | Ins. | No. of Decks with flat laid | No. of Tiers of Beams |
|----------------------------------|-------|-------|-----------------|------|------|---------------|------|------|---|-----|------|--|-----------------------|
| | 425 | 5 1/2 | | 55 | 0 | | 38 | 6 | | 38 | 6 | 3 | ✓ |
| Dimensions of Ship per Register, | | | | | | | | | | | | | |
| Length | 425.3 | | Breadth | 55.2 | | Depth | 38.5 | | | | | Round up of Uppermost Dk. Beam, Actual | 13 3/4 |

| FRAMING. | | | | | | PILLARS. | | | | | |
|--|----------------|----------------|----------------|----------------|----------------|-----------------------|--------------------|----------------|--------------------|----------------|--------------------|
| Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship | Inches in Ship |
| Form Frames in Upper Tonnage Deck | 6 1/2 | 3 1/2 | 4 1/2 | 10 | 3 1/2 | Upper | 8 x 3 1/2 x 3 1/2 | 4 1/2 | 8 x 3 1/2 x 3 1/2 | 4 1/2 | 8 x 3 1/2 x 3 1/2 |
| AME, Angles, or Bars, amidships | 10 | 3 1/2 | 5 1/2 | 10 | 3 1/2 | Lower | 12 x 3 1/2 x 3 1/2 | 6 1/2 | 12 x 3 1/2 x 3 1/2 | 6 1/2 | 12 x 3 1/2 x 3 1/2 |
| o. in peaks | 7 1/2 | 3 1/2 | 4 1/2 | 7 1/2 | 3 1/2 | Quarter, 'tween Dks., | 18 x 3 1/2 x 3 1/2 | 7 1/2 | 18 x 3 1/2 x 3 1/2 | 7 1/2 | 18 x 3 1/2 x 3 1/2 |
| o. in way of Double Bottoms at Solid Floors | 4 | 3 1/2 | 4 1/2 | 4 | 3 1/2 | in Hold | | | | | |
| " " at intermdt. Bkts. | ✓ | | | ✓ | | | | | | | |
| ing of Frames from centre to centre amidships | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| " length to collision bulkhead | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| of Frames from centre to centre in peaks | 24 | | 24 | 24 | | | | | | | |
| VERSED FRAME, Angles | ✓ | | ✓ | ✓ | | | | | | | |
| o. in way of Double bottoms at Solid Floors | 4 | 3 1/2 | 4 1/2 | 4 | 3 1/2 | | | | | | |
| " " at intermdt. Bkts. | ✓ | | ✓ | ✓ | | | | | | | |
| AMING, depth of girder | ✓ | | ✓ | ✓ | | | | | | | |
| DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships | | | | | | | | | | | |
| " in way of Engine and Boiler spaces | | | | | | | | | | | |
| " thickness at the ends of vessel | | | | | | | | | | | |
| " depth at 1/2 the half-bdth. as per Rule | | | | | | | | | | | |
| " height extended at the Bilges | 40 | | 40 | 40 | | | | | | | |
| DOORS, in Cell Double Bottoms | 50 in motor p. | | 50 | 50 | | | | | | | |
| " state if flanged (top and bottom) | no | | no | no | | | | | | | |
| " spacing of Solid | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| TRE GIRDER, in Dbl. bottom, dpth. & thknss | 4 1/2 | 5 1/2 | 4 1/2 | 5 1/2 | | | | | | | |
| " Angles, Top | 3 1/2 | 3 1/2 | 5 1/2 | 3 1/2 | 3 1/2 | | | | | | |
| " Bottom | 4 1/2 | 4 1/2 | 6 1/2 | 4 1/2 | 4 1/2 | | | | | | |
| " to Floors | 5 | 5 | 5 1/2 | 5 | 5 | | | | | | |
| Brackets at intermdt. frmg., wdth & thknss | ✓ | | ✓ | ✓ | | | | | | | |
| DE GIRDERS, number and thickness | ✓ | | 40 | ✓ | 40 | | | | | | |
| " state if flanged (top & bottom) | no | | no | no | | | | | | | |
| Angles | 3 1/2 | 3 1/2 | 4 1/2 | 3 1/2 | 3 1/2 | | | | | | |
| ARGIN PLATE, depth (exclusive of flange) and thickness | 3 1/2 | | 4 1/2 | 3 1/2 | 4 1/2 | | | | | | |
| Angles to outside plating | 4 | 4 | 4 1/2 | 4 | 4 | | | | | | |
| " to floors | 5 1/2 | 3 1/2 | 4 1/2 | 5 1/2 | 3 1/2 | | | | | | |
| Brackets at intermdt. frmg., wdth & thknss | 5 1/2 | 5 | 5 1/2 | 5 1/2 | 5 | | | | | | |
| Height of Brackets above at bilge | 26 | | 26 | 26 | | | | | | | |
| ER BOTTOM PLATING, breadth and thickness of Middle Line Strake | 4 1/2 | | 5 1/2 | 4 1/2 | 5 1/2 | | | | | | |
| " thickness in Engine and Boiler space | ✓ | | 50 | ✓ | 50 | | | | | | |
| " Remainder in Holds | ✓ | | 40 | ✓ | 40 | | | | | | |
| AMS, Awning or Shlter Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | 200 | 75 | 8 1/2 | 200 | 75 | | | | | | |
| Spacing | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| AMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | 200 | 75 | 8 1/2 | 200 | 75 | | | | | | |
| Spacing | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| AMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | 200 | 85 | 11 1/2 | 200 | 85 | | | | | | |
| Angles on upper edge | ✓ | | ✓ | ✓ | | | | | | | |
| Spacing | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel | ✓ | | ✓ | ✓ | | | | | | | |
| Angles on upper edge | ✓ | | ✓ | ✓ | | | | | | | |
| Spacing | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel | ✓ | | ✓ | ✓ | | | | | | | |
| Angles on upper edge | ✓ | | ✓ | ✓ | | | | | | | |
| Spacing | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| BEAMS, Shelter Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel | 200 | 75 | 8 1/2 | 200 | 75 | | | | | | |
| Angles on upper edge | ✓ | | ✓ | ✓ | | | | | | | |
| Spacing | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel | 200 | 75 | 8 1/2 | 200 | 75 | | | | | | |
| Angles on upper edge | ✓ | | ✓ | ✓ | | | | | | | |
| Spacing | 26 1/2 | | 26 1/2 | 26 1/2 | | | | | | | |

WEB FRAMES. Inches in Ship. Inches in Ship. Inches per Rule. Inches per Rule. FORGINGS or CASTINGS. Inches in Ship. Inches per Rule. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. do. RUDDER-A x D. Table 22. Speed. Main-Piece, diameter at head. at heel.

BULKHEADS. Number. Thickness. STIFFENERS. Single Double Frames. Height up, state deck. RUDDER, how constructed. Thickness of Plates or Single Plate. Can the Rudder be unshipped afloat? Manufacturer's name or trade mark of the Iron or Steel. Has the Steel been tested as required by the Rules?

PLATING. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. BUTTS. STEEL PLATES. FLAT PLATE KEEL. GARBOARD OR A STRAKE. B, C, D, E, F, G, H, J, K, L, M, N, O, P, Q, R, S, T, U, V, W. THICKNESS OF SHEER STRAKE. CLEAR OF LONG BRIDGE. DO. OF STRAKE BELOW. DELEG. of Flat Plate Keel. POOP SIDES. SHORT BRIDGE SIDES. FORECASTLE SIDES.

Annex on Shelter Deck Stringer Plate. Butts, 3/16 riveted for 7/8 Riv for 4 length amidship. Upper Deck Stringer Plate. Butts, 3/16 riveted for 7/8 Riv for 4 length amidship. Butts of Side Stringers. Tie Plates. Inner Bottom Plating, riveting of Edges 3/4 single rivets. Centre Girder Butts, 3/16 7/8 riveted. Frames, riveted through Plates with 7/8 in. Rivets, about 5/4 x 4/8 apart. Rivets, state whether Iron or Steel.

FRAMES extend in one length from margin plate to Upper & Shelter Deck altern. REVERSED FRAMES on floors and frames extend from centre girder to margin plates.

MASTS, SPARS, &c. Material. Total Length. DIAMETER AND THICKNESS. No. of Plates in round. ANGLES. RIVETING. LOWER MASTS. Fore. Main. Mizzen. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

Table with 9 columns: Number of Certificate, Anchors, Weight, Ex. Stock, Weight of Stock, Test, Per Certificate, Weight Req. by Table 31, Description of Anchor, Makers, Where and when tested and Superintendent. Rows include 73749, 73748, 73747, 73738, 73740.

Table with 12 columns: Number of Certificate, Length and Size supplied, Test per Certificate, Weight of Chain Cable, Fathoms and Size Per Table 31, Description, Makers of Cables, Where and when tested, Material, Length and Size supplied, Breaking Test of Steel Wire, Fathoms and size per Table 31. Rows include 8829, 90, 5, 59.

Boats 2 of 30'0 x 8'6 x 3'6 Steel life, 2 off dingies 18'0 x 5'8. Steering Gear, Hand Electric-Hydraulic Steering Gear, Hand 6 1/2" φ Mast 12. Pumps, Number 1. Windlass is Clarke Chapman & Co, Electrically driven. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. No. 2 Hatch. No. 3 Hatch. No. 4 Hatch. No. 5 Hatch. No. 6 Hatch. Bulwarks, height above deck and description. The foregoing is a correct description. AKTIESELSKABET. Surveyor's Signature. Builder's Signature.

Correspondence. Workmanship. Are the butts of plating planed or otherwise fitted? Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? to plate, &c., conform well to each other? from the faying surfaces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks (State quality of workmanship, &c.).

Sister vessel: Burmeister & Wain Nordmønstre No 302. Motorship, "Columbia" for the Postaristiske Kompagni. The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building. Open Hagen. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class.

Committee's Minute. Character assigned. 1000. Checked & initialed. Lloyd's A & B. Oil engines. 14155-0111(212).

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ 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~~ ☒ Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 2 Dks (Stl) & Skelter dk (Steel, partly w.s.)

Official No. ☒ ; Signal Letters NTPH State if Machinery is fitted aft

How are the surfaces preserved from oxidation? Inside 1 coat varnish, 2 coats red oxide, cement. Outside 1 coat red oxide, 2 coats
no cement in Double Bottom at owners request. potent composition.

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

| Where Fitted. | Length. | | Water Capacity. | Where Fitted. | Length. | | Water Capacity. |
|---|-------------------------------------|-------------------------------------|-----------------|--|---------|-------------------------------------|-----------------|
| | Feet. | Tons. | | | Feet. | Tons. | |
| Double bottom, aft, | 135 | 379 | | Fore peak tank, | | 93 | |
| Double bottom, under Engines and Boilers, | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | After peak tank, | | 73 | |
| Double bottom, if under Engines only, | 42 | 172 | | Deep tank, aft, <u>between Tunnies 85 Tons oil.</u> | | | |
| Double bottom, if under Boilers only, | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | | Deep tank, forward, | | <input checked="" type="checkbox"/> | |
| Double bottom, forward, | 201 | 715 | | Other tanks, if fitted, | | <input checked="" type="checkbox"/> | |
| | Total capacity of double bottom | 1266 | | (If necessary, furnish further information by sketch.) | | | |

² 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. 23

Date 10 Nov. 1914.

No. 303 in builder's yard.

DATES OF SURVEYS held while building

26/5/15 - 2/6 7/6 12/6 19/6 23/6 - 1/7 5/7 6/7 22/7 24/7 26/7 29/7 -
6/8 9/8 11/8 13/8 17/8 20/8 30/8 - 3/9 7/9 10/9 11/9 18/9 22/9 27/9 28/9 29/9 -
4/10 8/10 11/10 13/10 16/10 19/10 20/10 21/10 23/10 29/10 - 2/11 3/11 9/11 10/11
15/11 19/11 23/11 29/11 30/11 - 2/12 6/12 9/12 11/12 13/12 16/12 17/12 18/12 21/12

Total No. of Visits 57

Surveyor's Signature

Joe V. Rosen