



CITY OF CAMDEN.

WILSON LINE.

STEAMBOATS.

CITY OF CAMDEN.

HARLAN & HOLLINGSWORTH CORPORATION

Sheet No.

Item No.

443-Wilson Boat No. 3

Cost Statement of

191

QUANTITY v ITEMS WEIGHT (Pounds) TOTAL

No. 506

COST OF

ONE STEEL SINGLE SCREW

PASSENGER AND FREIGHT STEAMBOAT

BUILT FOR
THE

WILMINGTON STEAMBOAT CO.

NAME

"CITY OF CAMDEN"

COST NAME

WILSON BOAT No. 3

KEEL LAID	OCT. 13, 1915
LAUNCHED	MAR. 4, 1916
SAILED	MAY 26, 1916
OFFICIAL NUMBER	214055
GROSS TONNAGE	730.86
NET	414

1915-16

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steamer "CITY OF CHESTER," now owned and operated by the Wilmington Steamboat Company, but with modifications and additions as specified. No departure from the plans and specifications will be allowed except by direction in writing from the representative duly appointed by owner, who shall have the right during the construction of the vessel to make alterations, providing such alterations are taken in hand before the work is commenced and further that such alterations shall not increase the cost. No extra compensation for any addition or alteration will be allowed unless there be a written agreement for such addition or alteration before same are commenced. The owners or their representatives shall have free access to the vessel and to any materials to be used in her construction.

MATERIAL.

All structural steel material is to be mild basic open-hearth steel. The tensile

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strength and elasticity to be equal to requirements of American Bureau of Shipping rules. The material used in all forgings or steel castings to be such as is called for in their rules.

MAIN HULL STEEL.

211. **Stern Frame.**—To be of cast steel shaped to take a balanced rudder, lower part of stern post to extend well into hull, extreme deep point of post to be under the body post to protect projecting arm in event of grounding. Body post below boss to be 6 inches x 3½ inches thick, above boss to be 6 inches x 2½ inches. Arch of post to be shaped to form of vessel and finish in a rudder port with flange for stuffing box.

212. **Framing and Keel.**—Keel to be of the centre through type 22½ inches deep and be 25 lbs. under engines, 20 lbs. under boilers, and taper to 15 lbs. where carried beyond length of similar girder on "CITY OF CHESTER." Plates in the keel to be