

SURVEYS FOR FREEBOARD-STEAM SHIPS

Port of Survey *Glasgow*
Date of Survey *26th April 1928*
Name of Surveyor *George Nicol*

(Contemplated)
+ 100. A-1. Carrying Petroleum
in Bulk

Moulded Depth as measured.....32'-9"

Addition for Keel below base line
for draught record....2'-8"...inches.

NOTE. - If the depth is measured when vessel is afloat, the details of measurement should be reported.

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CORRECTION FOR LENGTH

Length of Ship on Loadline.....	419.41	
Length in Table	293.00	
Difference	26.41	
Correction for 10ft., Table A.	1.6	Table C. 80
× Difference divided by 10	4.22	(if required.) 2.411
If $\frac{9}{10}$ ths length covered divide by 2	+ 4.4	+ 2 ✓

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered	16 42
Thickness of usual wood deck, less stringer	34 35 108

~~-12~~
-12

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	57.5	
Round of Beam	15	-
Normal round.....	14.5 14.37	
Difference63	$\div 2 = .31$
Proportion of Deck uncovered (Para. 19)58	$\frac{1}{4}$
	$= .15$	

NOTE. — The round of beam should be reported on the full breadth of vessel at the gunwale.

Freeboard, Table A	8 - $7\frac{3}{4}$ $9\frac{1}{4}$
Correction for Sheer	- $\frac{9}{4}$
	7 - $10\frac{3}{4}$ $8.0\frac{1}{4}$
Correction for Length	+ $\frac{4\frac{1}{4}}{4}$
	8 - 8 $4\frac{1}{2}$
Allowance for Deck Erections	- $8\frac{1}{4}$
	7 - $6\frac{3}{4}$ $8\frac{1}{4}$
Correction for Round of Beam.....	- $\frac{4}{4}$
	7 - $6\frac{3}{4}$ 8
Correction for fall in Sheer (if any).....	✓
	7 - $5\frac{1}{2}$ 8
Correction for Steel Deck (if required)	- $1\frac{1}{2}$
	7 - $5\frac{1}{2}$ $6\frac{1}{2}$
✓ Additions for non-compliance with provisions of { Para. 11 (d) and (e) ‡ }	
Other Corrections (if any)	

Winter Freeboard	75 6 1/2
Summer Freeboard	64 7 0 1/2
Indian Summer Freeboard	65 6 1/2
N. A. Winter Freeboard	

Correction necessary because clearside amidships, measured
in accordance with the Statute is not taken at the
intersection of the ~~wood~~ or steel deck with side. $+ 1\frac{3}{4}$

Winter Freeboard from deck line	7'- 6 8 1/4
Summer " " " "	7'- 0 3/4 2 1/4
Indian Summer " " " "	6'- 13 8 1/4
N. A. Winter " " " "	5'- 11 8 1/4

* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the E.Q.D. is to be taken from the level of the top of the amidship beam.

§ In flush-decked vessels the total standard main sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

+ State dimensions of freeing port area on back of this form.

The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *across floors in way of after double bottom & forward*
 Has the Poop or Raised Quarter Deck an efficient *Steel* Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the opening in Bulkhead *Bolted plate fastened with hook bolts this side (12 open)*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *2 Steel hinged doors*
 What is the thickness of the Bridge Front plating? *40"* and Coaming plate? *44"*
 Give scantlings and spacing of the Stiffeners *9 1/2 x 3 1/2 x 46 B.A. 30" apart*
 Are bracket plates fitted at each end of the Stiffeners? *Yes as approved* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *Yes*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes*
 How are the openings closed? *Shifting boards in joined channels full height*
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *No*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by poop and enclosed in deckhouse*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Yes*
 Give thickness of plating; scantlings and spacing of Stiffeners *Yes*
 What is the height of the exposed Casings? *Yes* Are suitable means provided for closing all openings in them in bad weather? *Yes*
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— *Yes*

Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.	
COAMING.	Height above top of DECK	30													
	Thickness	Sides.....		44											
		Ends.....		44											
SHIFTING BEAMS OR WEB PLATES.	Number	One													
	Section and Scantlings	10 x 30													
	Material	4 plates 3 x 3 x 40 Steel													
* FORE AND AFTERS.	Number	None													
	Section and Scantlings														
	Material														
HATCHES Thickness		2 1/2													
Remarks.....															

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.
 What is the thickness of the Bridge Sheerstrake? *Strake between Main and Bridge Sheerstrakes?*

Delete the words *The Crew are, are not, berthed in the bridge house.*
 that do not apply *The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.*

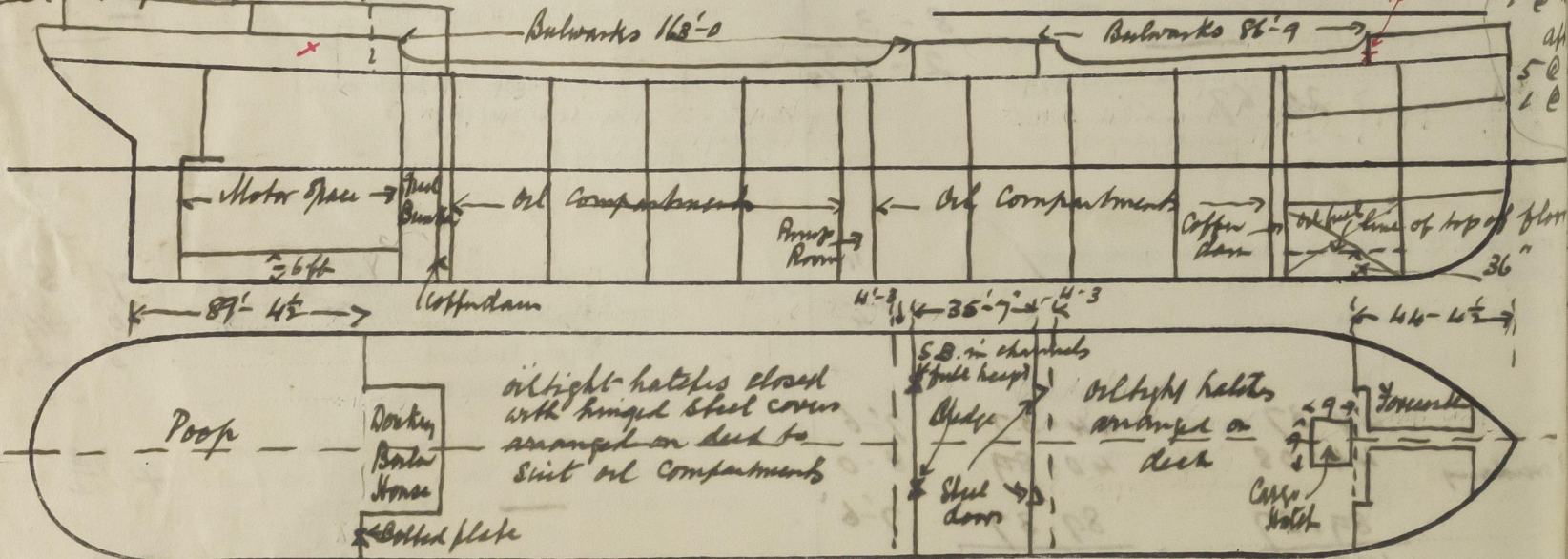
Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *17 1/2* *36 1/2* Sq. ft.

Ft. Tenths. Ft. Tenths. No. *Forward Aft*
 × *Poop drained by 2 outside scuttles on both sides* Freeing Ports = *26 1/2* *36.2* Sq. ft.
 × *1 " scuttles on both sides* (each side of vessel)
 × *1 " scuttles on both sides* *5/16. letter 2/5/08.*

Total deficiency or excess = Sq. ft.

Plans of Midship Section and Profile enclosed for reference. Request from N. 9 enclosed.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *see preliminary forecast assignment dated 18th Mar. 1927 longitudinal frames deck and bottom, transverse (Tanker)*
 Builder's name and yard number *D W. Henderson & Co. No 808 M*

Names of sister vessels

Owners *Hunting & Son Ltd.*
 Address *Newcastle-on-Tyne*

Fee £ 11 - - -

Received by me *See J.L. Report.*

mid. dep @ 86% 8 Mld. Depth = 15084 tons
Coef = 15084 x 35 = 522940
119.41 x 57.5 x 27.83
 Lloyd's Register Foundation