

17 DEC 1939

23552

# Lloyd's Register of Shipping

## SURVEYS FOR FREEBOARD - STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

New York Office Index No. ....  
 Port of Survey **New York** .....  
 Date of Survey **15th & 16th Nov. '39** .....  
 Name of Surveyor **A. MacCorkindale** .....

Ship's Name. <b>"STANDARD"</b>	Port of Registry and Nationality. <b>PANAMA</b>	Official Number. <b>-</b>	Gross Tonnage. <b>9724</b>	Date of Build. <b>1914</b> <b>-3</b>	Particulars of Classification. <b>*100 A1 shelter deck with freeboard Carrying Petroleum in bulk</b>
Number in Register Book..... <b>Standard Oil Co. of N. J.</b>		Builder <b>Howaldtswerke</b>		Hull No.....	
Moulded dimensions <b>525</b> × <b>68.5</b> × <b>34.58</b> (85% = <b>29.4</b> )		Moulded displacement at a moulded draught of 85 per cent. of moulded depth .....			
Coefficient of fineness for use with tables.....		<b>.807</b>			

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
Moulded depth	<b>34.58</b>	(a) When D is greater than $\frac{L}{15}$		Standard $\frac{68.5 \times 12}{50} = \dots$	<b>16.44</b>
Stringer plate	<b>.04</b>	$(D - \frac{L}{15}) \times R = \dots$	<b>-</b>	Ship .....	<b>16.50</b>
Sheathing in wells	<b>-</b>	(b) When D is less than $\frac{L}{15}$ (if allowed)		Difference .....	<b>.06</b>
$T \left( \frac{L-S}{L} \right) =$	<b>-</b>	$(\frac{L}{15} - D) \times R = (35 - 34.62) \times 3$	<b>-1.14</b>	Restricted to .....	
Depth D =	<b>34.62</b>	If restricted by height of superstructures .....		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) =$	<b>11</b>

### SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S <sub>e</sub> (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed	297.5	297.5			284.40
" overhang			7'-2"	$\times 7.17/7.5$	
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Fore enclosed	217.5	217.5			207.93
" overhang	6.0	3.0			2.87
Trunks forward					
" aft					
Tonnage opening	4.00	3.5			3.35
Total =	<b>525</b>	<b>521.5</b>			<b>498.55</b>

Length of ship (L) = **525**  
 % Covered ... = **100%**  
 Corresponding %, corrected for absence of forecastle if required } **A = 42**  
 Allowance ... = **42**  
**B = Tanker .9380** Correction for Bridge less than 2L if required }  
 Allowance ... = **.9380** = **-39.40**

### SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	2 5 5 0	6 2 5 0	2 5 5 0	1	2 5 5 0
2	6 5 0 0		6 5 0 0	4	2 6 0 0
3	1 0 0 0		1 0 0 0	2	2 0 0 0
4				4	
5	8 5 0 0		8 5 0 0	2	1 7 0 0
6	3 0 0 0		3 0 0 0	4	1 2 0 0
F.P. 7	8 3 0 0	1 2 5 0 0	8 3 0 0	1	8 3 0 0

If excess sheer forward and deficient sheer aft:-  
 $\frac{\text{Actual sheer aft}}{\text{Standard sheer aft}} = \text{Deficient}$   
 $\frac{\text{Actual sheer forward}}{\text{Standard sheer forward}} = \text{Deficient}$

Mean effective sheer ... = **15.19**  
 Standard sheer .05 L + 5 = **32.25**  
 Difference (Df) = **16.06**  
 Allowance =  $Df \times (.75 - \frac{S}{2L}) = 16.06 \times .25 =$  **4.01**  
 If limited on account of amidship superstructure ... =  
 If limited on account of excess sheer (1/2 in. per 100 ft.) ... =

Length of enclosed superstructure L  
 Forward of amidships =  
 Aft of amidships =

DRAFTS.	F. W. ALLOWANCE	TABULAR FREEBOARD (corrected for flush deck if required)	
Moulded Depth D = <b>34'-7"</b>	Displacement =	<b>.807</b> + .68 = <b>1.487</b>	<b>93.20</b>
Stringer Plate = <b>3"</b>	Tons per inch =	Corrected for Coefficient $\frac{1.487}{1.36} =$ <b>1.36</b>	<b>101.90</b>
Freeboard = <b>5'-5 1/2"</b>		Correction for Depth ...	
Moulded draught = <b>29'-2 1/2"</b>		" Superstructures ...	<b>2.14</b>
Addition for keel below base line = <b>2 1/2"</b>		" Sheer ...	<b>39.40</b>
Extreme draught = <b>29'-4 3/4"</b>	40 × <b>7 1/2"</b>	" Camber ...	
		" Thickness of deck ...	
		" Scantlings, etc. ...	<b>4.01</b>
			<b>40.54</b>
			<b>- 36.53</b>
			Summer Freeboard = <b>65.37</b>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line	Deck
Tropical Fresh Water Line (above center of Disc)	1657mm
Fresh Water Line	1289mm
Tropical Line	2020mm
Winter Line (below " )	1841mm
Winter North Atlantic Line	1974mm



Note:—The Rules referred to below are the Load Line Regulations of the United States Department of Commerce.  
(These should be consulted when completing the report.)

Is the poop or raised quarter deck connected with the bridge? **Yes**  
 Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? **-**  
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) **-**  
 Has the bridge an efficient steel bulkhead at the fore end? **Yes**  
 Give particulars of the means of closing the openings in this bulkhead **Storm boards in riveted channels**  
 Has the bridge an efficient steel bulkhead at the after end? **-**  
 Give particulars of the means of closing the openings in this bulkhead **-**  
 Has the forecastle an efficient steel bulkhead at the after end? **Yes**  
 Give particulars of the means of closing the openings in this bulkhead **Storm boards in riveted channels**  
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? **Yes**  
 If the openings are not so protected, are the exposed parts of the casing efficiently constructed? **-**  
 Give thickness of plating, scantlings and spacing of stiffeners **-**  
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? **Yes**

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck Bulkhead	Bridge front bulkhead <b>T.O. after bnd.</b>	Bridge after bulkhead <b>-</b>	Forecastle bulkhead <b>T.O. forward bnd.</b>
Thickness of bulkhead plating		<b>7/16"</b>		
Scantlings of stiffeners	<b>Alternatively 4"</b>	<b>B.A. 63" O.A.</b>		<b>Same as</b>
Spacing of stiffeners, and if bracketed		<b>1'-7 1/2"</b>		<b>after bulkhead</b>
Height of sills of openings above deck		<b>25"</b>		

Particulars of weather deck hatchways.

(In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges.)

Position and Size.	on shelter deck				Bunker hatches		rod deck	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Item.	<b>Nos. 1-15' 6" x 12' 6"</b>		<b>Nos. 2-6 19' 6" x 17' 4"</b>		<b>Top Hatch 4' 0" x 17' 4"</b>		<b>Summer Tanks 10' 0" x 14' 0"</b>	
COAMING	Height above top of DECK	<b>2'-7"</b>	<b>2'-7"</b>	<b>9"</b>	<b>2'-7"</b>	<b>2'-7"</b>	<b>2'-7"</b>	<b>2'-7"</b>
	Thickness	<b>7/16</b>	<b>7/16</b>	<b>7/16</b>	<b>7/16</b>	<b>7/16</b>	<b>7/16</b>	<b>7/16</b>
SHIFTING BEAMS OR WEB PLATES	Number	<b>7</b>	<b>1</b>	<b>1</b>	<b>-</b>	<b>-</b>	<b>1</b>	<b>1</b>
	Section and Scantlings	<b>28 1/2" x 7/16" Pl.</b>	<b>Same as No. 1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>Same as shelter deck</b>	<b>-</b>
	Material	<b>Dbl. 3x3x 1/2 T&amp;A</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
* FORE AND AFTERS	Number	<b>3</b>	<b>3</b>	<b>3</b>	<b>-</b>	<b>-</b>	<b>3</b>	<b>3</b>
	Section and Scantlings	<b>Centre 9x 1/2</b>	<b>Side Same as No. 1</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>Same as shelter dk.</b>	<b>-</b>
	Material	<b>Dbl 3x3x 1/2 BA</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
HATCHES	Thickness	<b>3"</b>	<b>2 1/2"</b>	<b>-</b>	<b>-</b>	<b>3"</b>	<b>3"</b>	
Remarks	<b>2 tarpaulins adequate Same as No. 1 cleats, battens &amp; wedges</b>				<b>Steel</b>	<b>Steel</b>	<b>Same as shelter deck</b>	<b>Steel</b>

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

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? **Yes**  
 Are hatchway coamings stiffened in accordance with Rule 9? **Yes**

Length of bulwarks in wells—forward: \_\_\_\_\_ feet; aft: \_\_\_\_\_ feet. **Open rails**

Area of freeing ports required by regulations (Rules 30 and 100) forward: \_\_\_\_\_ sq. ft.; aft: \_\_\_\_\_ sq. ft.  
 No. Ft. x Ft.

Particulars of freeing ports fitted on each side of vessel

forward well	}	_____ = _____ sq. ft.
		_____ = _____ sq. ft.
after well	}	_____ = _____ sq. ft.
		_____ = _____ sq. ft.

Are Rules 23 and 24 complied with as far as practicable? **Yes**

Are air pipes to tanks in accordance with Rule 25? **Yes**

Are all scuppers and sanitary discharge pipes in accordance with Rule 27? **Yes**

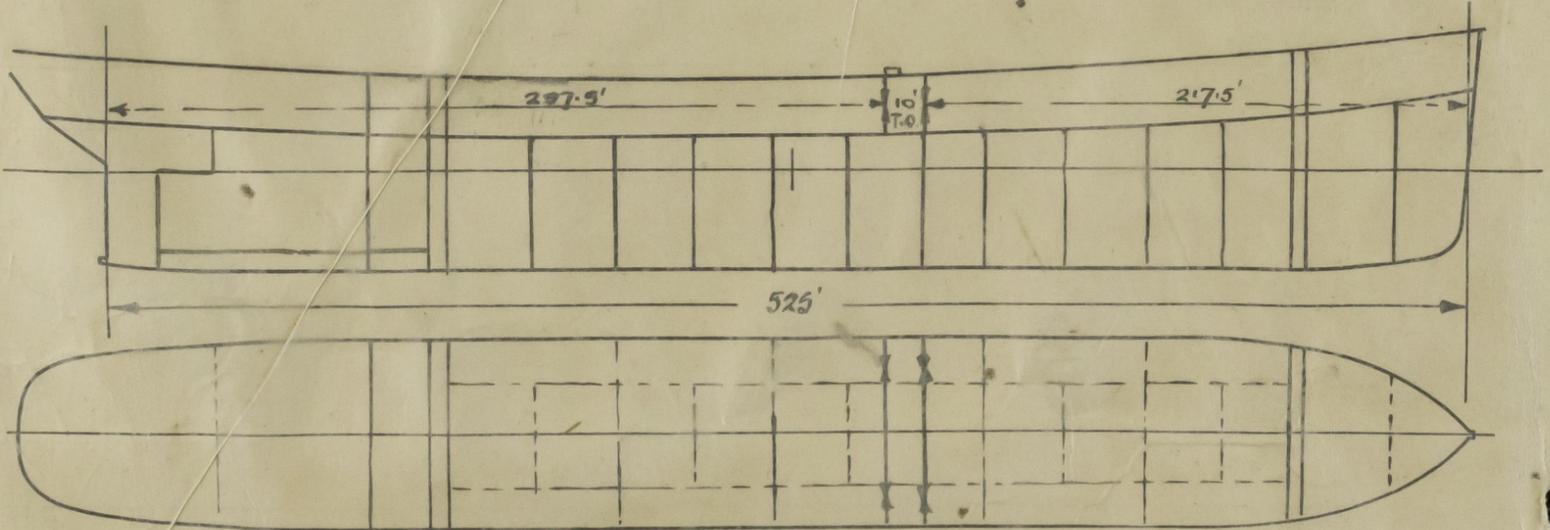
In oil tankers, what is the extent of the fore and aft gangway? **None (passage in T.Ds.)** Are the crew berthed in the forecastle? (Rule 96) **Yes**

Is the gangway strong and efficiently braced fore and aft? **-** State spacing of supports \_\_\_\_\_ feet. **Yes**

In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100). **Yes**

Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? **Yes**

If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? **Yes**



Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any).  
 Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: \_\_\_\_\_

Fee: **\$110.00**

Expenses (if any) **\$3.00**