

*Am Flagler 25 961*

FRI. 27. DEC. 1918

*1676*  
*27325*

REC'D NEW YORK *Nov 29 1918*

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

*"Scandia" of Copenhagen.*

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPAR OR AWNING DECKS.~~

Port of Survey *Newport News Va*  
Date of Survey *While building*  
Name of Surveyor *A. J. Kiering*

*COMPLETE SHELTER DECK*  
*Newport News No 209*

Ship's Name. <i>"F. I. ALICE"</i>	Port of Registry and Nationality. <i>NEWPORT NEWS U.S.A.</i>	Official Number.	Gross Tonnage. <i>8293.96</i>	Date of Build. <i>1918.12</i>	Particulars of Classification. <i>8100 R.L. SHELTER DECK (C.I. IN BULK (CONTEMPLATED))</i>
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Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<i>461.6</i>	<i>60.2598</i>	<i>27.7</i>	<i>6189.2</i>
Length on LOADLINE	<i>462.75</i>	Frame Depth Rule <i>6.5</i> Ceiling <i>1.8</i> Sheer <i>1.81</i>	Peak <i>57.8</i> Tanks <i>32.6</i>	<i>6295.6</i>
CORRECTED DIMENSIONS.	<i>462.75</i>	<i>60.03</i>	<i>26.86</i>	<i>6254.55</i>

Moulded Depth as measured ..... *29' 8"* Main Deck. *44 ft.*  
 " " " ..... *37' 2"* Shelter Spar-awning Deck.

*NOTE. UNDERDECK TONNAGE TO SHELTER DECK = 8103.*  
*REGISTERED DEPTH TO " " = 35' 28"*  
*BREADTH AMIDSHIPS " " = 58' 5"*  
 MEASUREMENT BY WAY OF I.B. (F.V.A) TAKEN TO ASSUMED FLOOR LINE OF 3' 0"  
 Sample of Plank is included in above under deck tonnage to Shelter Deck.

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

Co-efficient of fineness ..... *.84 83*  
 Any modification necessary [Para. 4 (a) to (e)]  
 Co-efficient as corrected ..... *.80 highest in table*

CORRECTION FOR LENGTH:—  
 Length of Ship on Load Line..... *462.75*  
 Length in Table ..... *356.10*  
 Difference ..... *106.65*  
 Correction for 10ft. ....  
 × Difference ÷ 10 = *8.48*  
*.54 + 8 1/2*

Allowance for strength in excess of Lloyd's rules = *-6 1/2*

State particulars—

*3. Complete steel deck.*  
*4. O.T. Bhd to Shelter deck in way of oil tank.*  
*5. O.T. Bhd to Upper deck.*  
*6. W.T. Bhd to Shelter deck.*  
*7. W.T. Bhd to Shelter deck.*

*Cellular double bottom of 2 1/2 depth in fore hold.*  
*Deep floor in way of oil tank.*  
*No tonnage opening.*

Height of "Tween Decks..... *7.6"*  
 (From top of beam to top of beam at side)  
 Correction for Height of "Tween Decks in Spar-decked Ships..... *7.6"*

Freeboard Table ~~B~~ C ..... *4 - 3/4*  
 Correction for Length..... *+ 8 1/2*  
*5 - 0 1/4*  
 Correction for Height of "Tween Decks in Spar-decked Ships..... *7 - 6*  
*12 - 6 1/2*  
 Correction for Strength in excess of Lloyd's rules..... *- 6 1/2*  
*Table Limit 11 - 11 3/4*  
 Correction for Iron Deck if required..... *- 5 1/2*  
*11 - 8 1/4*  
 Other Corrections (if any).....

Sheer at Stem ..... *6' 6"* at 1/2 length from Stem ..... *23'*  
 Sternpost... *2' 0 1/4"* " " " Sternpost... *5' 4"*

Winter Freeboard..... *11 - 8 1/4*  
 Summer Freeboard..... *11 - 13 1/4*  
 Indian Summer Freeboard..... *10 - 7 1/4*  
 N.A. Winter Freeboard.....

Drop in Sheer abaft amidships.....  
 Round of Spar-deck Beam..... *12"*  
 " " Main-deck " ..... *12"*

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side } *+ 1 1/2"*

	Length	×	Height.	State if open or closed at ends.
Forecastle .....	✓	×		
Bridge .....	✓	×		
Poop .....	✓	×		

Winter Freeboard from Deck Line ..... *11 - 9 3/4*  
 Summer " " " ..... *11 - 3 1/4*  
 Indian Summer " " " ..... *10 - 8 3/4*  
 N.A. Winter " " " ..... *11' 3"*

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Fresh Water Line	above centre of Disc	.....	.....	.....	.....
Indian Summer Line	" " "	.....	.....	.....	.....
Winter Line	below " " "	.....	.....	.....	.....
Winter North Atlantic Line	" " "	.....	.....	.....	.....

*31. 12. 18.*

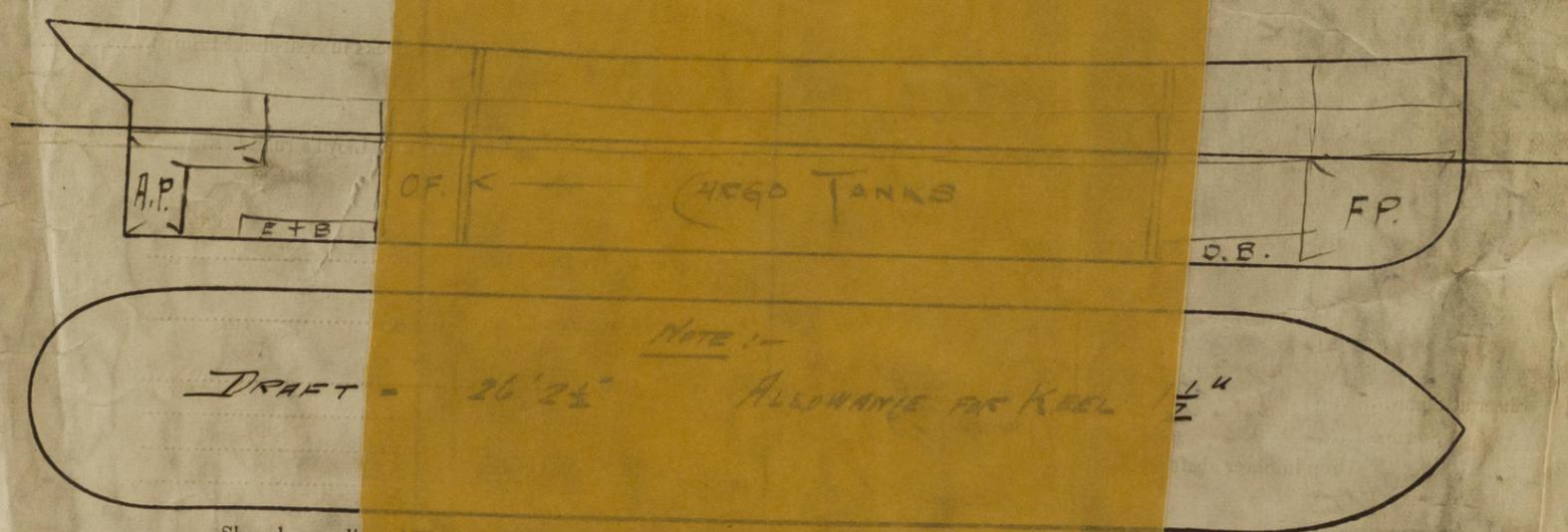
NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.

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

Do all the Frames extend to the top Height in the Deck? *Yes*  
 Do all the Frames extend to the top height in the Fore-castle? *Yes*  
 To what height do the Reverse Frames extend? *12'*  
 Has the Poop an efficient Iron Bulkhead at the fore end? *Yes*  
 Give particulars of the means for closing the openings in Bulkhead? *Steel Casings*  
 Is the Poop connected with the Bridge House? *Yes*  
 Give particulars of the means for closing the openings in Bulkhead? *Steel Casings*  
 What is the thickness of the Bridge Front plating? *1/2"*  
 Give scantlings and spacing of the Stiffeners *12" x 3/4"*  
 Are bracket plates fitted at each end of the Stiffeners? *Yes*  
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes*  
 How are the openings closed? *Steel Casings*  
 Is the Fore-castle at least as high as the main or top-gallant rail? *Yes*  
 Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? *Yes*  
 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 *1/2" plating 12" x 3/4" stiffeners*  
 What is the height of the exposed Casings? *16"*  
 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:—

Position and Size.		No. 1. 12' x 8'		No. 2.		No. 3.		No. 4.		No. 5.	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING.	Height above top of DECK	30"	24"								
	Thickness	Sides	1/4"	1/4"							
		Ends	1/4"	1/4"							
SHIFTING BEAMS OR WEE PLATES.	Number	1	1								
	Section and Scantlings	12' x 3/4"	12' x 3/4"								
	Material	136-235-11.	136-235-11.								
* FORE AND AFTERS.	Number										
	Section and Scantlings	None	None								
	Material										
HATCHES	Thickness	3"	3"								
	Remarks	Splice									

\* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches. (If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load line, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)



Show hereon lines 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 *that all no tonnage plating in Shelter deck & no scupper nor falling parts in Shelter deck sides. The I.B. tanks under E+B spaces (2.05 tons) are included in U.I.K. tonnage; and the A.P. tank (3258 tons) & F.P. tank (53.84 tons) are excluded from U.I.K. tonnage. The estimated cubic capacity between top of I.B. tanks and line of the top of bottom longitudinals in way F. & A. holds is F. = 8363 & A. 4590 &*

Owners *Standard Oil Corp. of N.Y.* (U.S. Shipping Board T. F. Corporation) -  
 Address *26 Broadway New York -* New York -

Fee \$ *50.00* Received by me *Walter Lee Chargo*

