

pt. 110. *Am. Flagler 25 961*

FRI. 27 DEC. 1916
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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. K. Irving*

COMPLETE SHELTER DECK
Newport News No 209

Ship's Name. <i>ex "F. I. ASHE"</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.I. SHELTER DECK (C.I.N. BULK (CONTINGENT))</i>
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Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<i>461.6</i>	<i>60.25</i>	<i>27.7</i>	<i>6189.2</i>
Length on LOADLINE	<i>462.75</i>	Frame Depth <i>28</i> Rule <i>16.5</i>	Ceiling <i>allowance</i> Sheer <i>1.84</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>

Co-efficient of fineness *.82 .83*
Any modification necessary [Para. 4 (a) to (e)]
Co-efficient as corrected *.80 highest in table*

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

State particulars—

3. Complete Steel Deck.
4. O.T. Bldg to Shelter deck in way of oil tank.
5. O.T. Bldg to Upper deck.
6. W.T. Bldg to Shelter deck.
7. W.T. Bldg to Shelter deck.
Cellular double bottom of 15 ft depth in fore hold.
Deep floor in way of oil tank.
No tonnage opening.

Sheer at Stem *6'6"* at length from Stem *23'*
Sternpost... *2'0 3/4"* " " " Sternpost... *5'4"*
Drop in Sheer abaft amidships.....

Round of *Shelter* Spar-deck Beam..... *12"*
" " Main-deck " *12"*

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

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

<i>31. 12. 18.</i>	Fresh Water Line	above centre of Disc
	Indian Summer Line	"	"	"	"	"	"	"	"
	Winter Line	below	"	"	"	"	"	"	"
	Winter North Atlantic Line	"	"	"	"	"	"	"	"

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.

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

NOTE. Under Deck Tonnage to SHELTER DECK = 8103.
REGISTERED DEPTH TO " " = 35'28"
BREADTH AMIDSHIPS " " = 58'5"
MEASUREMENT OF WAY I.B. (F.A.) TAKEN TO ASSUMED FLOOR LINE OF 3'0"
Damage of Plank in fore hold 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.

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

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	<i>4 - 3 3/4</i>
Correction for Length.....	<i>+ 8 1/2</i>
	<i>5 - 0 1/4</i>
Correction for Height of "Tween Decks in Spar-decked Ships.....	<i>7 - 6</i>
	<i>12 - 6 1/2</i>
Correction for Strength in excess of Lloyd's rules.....	<i>- 6 1/2</i>
<i>Table A limit</i>	<i>11 - 11 3/4</i>

Correction for Iron Deck if required..... *- 8 1/2*
11 - 8 1/4
Other Corrections (if any).....

Winter Freeboard.....	<i>11 - 8 1/4</i>
Summer Freeboard	<i>11 - 13 1/4</i>
Indian Summer Freeboard.....	<i>10 - 7 1/4</i>
N.A. Winter Freeboard.....	✓

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"*

Winter Freeboard from Deck Line	<i>11 - 9 3/4</i>
Summer " " "	<i>11 - 3 1/4</i>
Indian Summer " " "	<i>10 - 8 3/4</i>
N.A. Winter " " "	✓

11'3"
6 1/2"
6 1/2"
6 1/2"

Do all the Frames extend to the top Height in the Spar 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' 8"*

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' 8" x 8"*

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*

Has the Fore-castle an efficient Iron or Wood Bulkhead at after end? *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 conserved? *Yes*

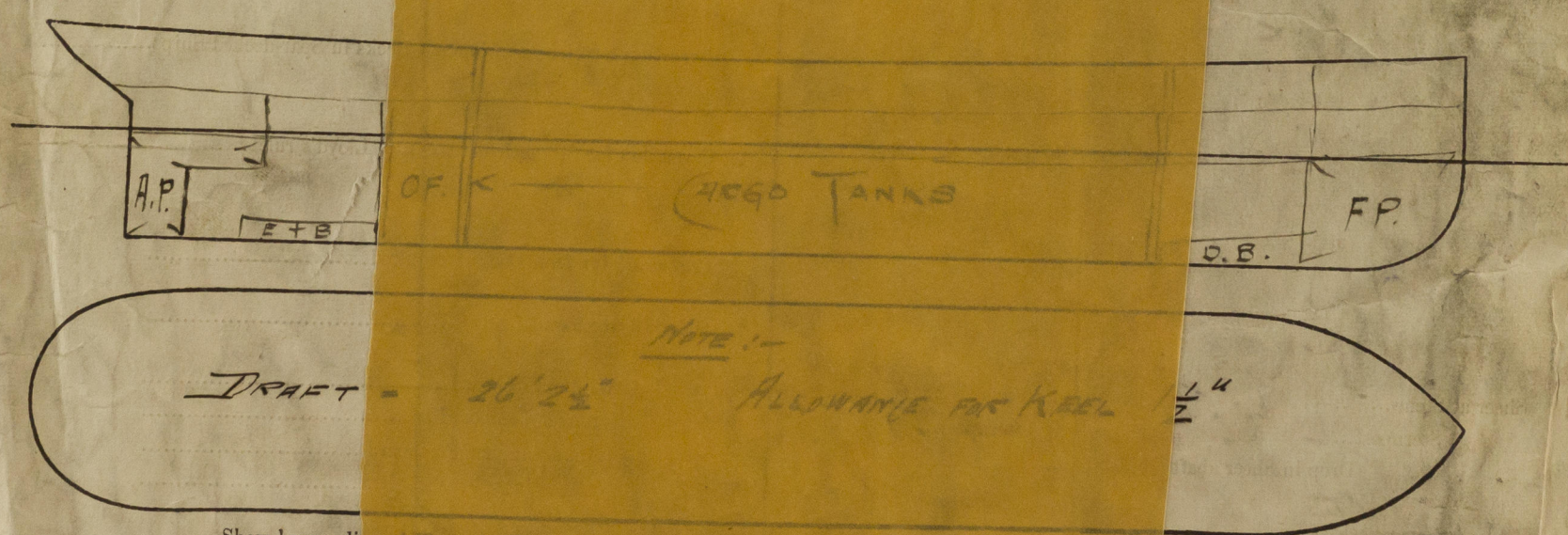
Give thickness of plating; scantlings and spacing of Stiffeners? *1/2" 12' 8" x 8"*

What is the height of the exposed Casings? *27"*

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.		No. 1.	12' x 8'								
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"	24"	<i>Outboard Hatchways Steel Casings</i>							
	Thickness { Sides.....	1/4"	1/4"								
	{ Ends.....	1/4"	1/4"								
SHIFTING BEAMS OR WEB PLATES.	Number	1	I								
	Section and Scantlings	12' 8" x 8"									
	Material	1/2" 12' 8" x 8"									
* FORE AND AFTERS.	Number										
	Section and Scantlings	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 if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)



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 *There are no tonnage allowances 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 & H holds is F = 8363 & A = 4590 &*

Owners *Standard Oil Corp. N.Y.*

Address *26 Broadway New York*

Rec'd *50 100*

Received by me *Walter de Chazotte*

(U.S. Shipping Board T. F. Corporation) - *New York*

