

# Register of Shipping.

11 NOV 1930

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey Newcastle  
Date of Survey During Construction  
Name of Surveyor J. Welby

M.S. Ship's Name <u>HELIK</u>	Port of Registry and Nationality <u>London</u>	Official Number <u>162562</u>	Gross Tonnage <u>3000 approx.</u>	Date of Build <u>1930.</u>	Particulars of Classification <u>4100 A1. Carrying Petroleum and Bulk Contemplated</u>
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Number in Register Book	LENGTH. <u>305.0</u>	BREADTH. <u>50.15</u>	DEPTH. <u>19.25</u>	UNDER DECK TONNAGE. <u>2251.41</u>
Length on LOADLINE.	<u>305.</u>	Frame Depth Rule <u>7 20</u> <u>5 1/2</u>	Ceiling + 20. Sheer + 13	Peak Tanks <u>mal</u>
CORRECTED DIMENSIONS.	<u>305.0</u>	<u>50.23</u>	<u>19.58</u>	<u>2294.95</u>

Moulded Depth as measured.....19'-3"  
Addition for Keel below base line for draught record.....1 1/8 inches.

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

### CORRECTION FOR LENGTH.

Length of Ship on Loadline.....305  
 Length in Table .....231  
 Difference .....74  
 Correction for 10ft., Table A. ....1.1 Table C.  
 × Difference divided by 10 .....8.4 (if required.)  
 If 1/10ths length covered divide by 2 4.0 + 4"

### CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered .....  
 Thickness of usual wood deck, less stringer .....3 1/2 — 3 1/2

### CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....50.  
 Round of Beam .....12  
 Normal round.....12.5  
 Difference .....5 ÷ 2 = .....2.5  
 Proportion of Deck uncovered (Para. 19) .....22.4 26.5 **NIL**

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

Percentage of fineness.....765  
 Modification necessary [a. 4 (a) to (e)]\* } +0.1 long Bottom Length  
 Percentage as corrected .....775.78 77

Stem.....60 } 98 ÷ 2 = 49 ... Mean 36 1/4  
 Sternpost ... 38 } 136

1/8 of the length from { Stem 32 1/2 } 50 ÷ 2 = 25 ... Mean  
 { Sternpost 17 1/2 } 55 = 45.45

Mean Sheer .....45.45  
 Mean Sheer [Table, Para. 18] .....40.5 Correction  
 Difference.....4.95 ÷ 4 = 1.24  
 Allowed as Para. 18 (f) .....-1.4

In Sheer { At front of bridge house .....  
 amidships } ✓  
 18 (e) { At after end of forecastle .....  
 In Sheer }  
 18 (d) } ÷ 2 = ✓  
 Deck uncovered ..... Correction

### ALLOWANCE FOR DECK ERECTIONS:—

Table C.....1-2 3/4  
 Correction for Length, if required (Para. 12, 13, and 14) .....  
 Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } 3-0 7/4  
 Difference .....2-4 1/2  
 Allowance as below.....57.92 53.5  
46.46  
15.25

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } -1-3 1/4  
 Allowance for Deck Erections .....1-4  
back for computation

	Length.	Length allowed.	Height.
House	<u>49.83</u>	<u>47.68</u>	<u>49.83</u>
House	<u>90.21</u>	<u>90.21</u>	<u>5-6</u>
Q. Dk.	<u>169</u>	<u>169</u>	<u>7-6</u>
	<u>56.167</u>	<u>56.167</u>	<u>7-6</u>
Total	<u>224.06</u>	<u>237.67</u>	<u>77.92</u>
of Ship	<u>305</u>	<u>736</u>	

Percentage of Deck Erections .....53.5%  
 (Para. 11, 12, 13, or 14) } 57.92

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

Fresh Water Line	above centre of Disc	.....	<u>2 1/2</u>	<u>4 1/2</u>
Indian Summer Line	" " "	.....	<u>3</u>	<u>3</u>
Winter Line	below " " "	.....	<u>2 1/2</u>	<u>3 2 1/2</u>
Winter North Atlantic Line	" " "	.....	<u>4 1/2</u>	<u>4 1/2</u>

Winter Freeboard .....2-2 3/4 1/2  
 Summer Freeboard .....2 3/4 2-1 3/4  
 Indian Summer Freeboard .....1-8 1/2 11  
 N. A. Winter Freeboard .....2-4 1/2 6/2

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

Winter Freeboard from deck line .....2-4 1/2 6/4  
 Summer " " " .....2-4 1/2 3/2  
 Indian Summer " " " .....1-10 1/2 2-0 3/4  
 N. A. Winter " " " .....2-6 1/2 8 1/4

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\* 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.

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Do all the Frames extend to the top height in the Poop? *Yes* - Raised Quar

To what height do the Reverse Frames extend? *✓*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes*

Give particulars of the means for closing the openings in Bulkhead *no openings*

Is the Poop or Raised Quarter Deck connected with the Bridge House? *Yes by trunk* Has to

Give particulars of the means for closing the openings in Bulkhead *✓*

What is the thickness of the Bridge Front plating? *3/8" only* and Coaming plate? *✓*

Give scantlings and spacing of the Stiffeners *✓*

Are bracket plates fitted at each end of the Stiffeners? *✓* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *✓*

Has the Bridge House an efficient Iron Bulkhead at the after end? *✓*

How are the openings closed? *✓*

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? *Yes*

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, 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? *✓*

Give thickness of plating; scantlings and spacing of Stiffeners. *2" Coaming do; stiff 3", 2 1/2", 2 1/2", 2 1/2", 2 1/2", @ 20"*

What is the height of the exposed Casings? *7-6-1-3* 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.	No. Hatch to Fore	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.											
Height above top of DECK		10-0	9-0								
Thickness	Sides	2'-9"									
	Ends	.44									
SHIFTING BEAMS OR WEB PLATES.	Number										
	Section and Scantlings										
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness											
Remarks		<i>oil tight cover</i>									

\* 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

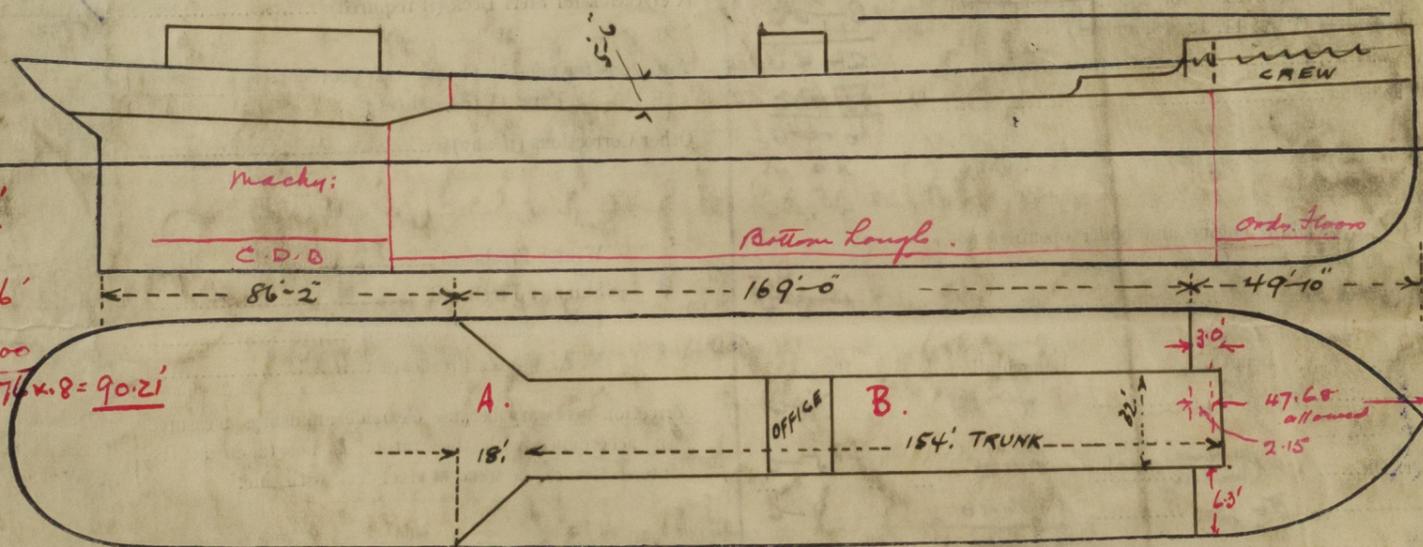
Area of Freeing Ports required by Para. 11 (e) each side of vessel = *open* Sq. ft.

Ft. Tenths. Ft. Tenths. No. } Freeing Ports = *rails* Sq. ft.  
(each side of vessel)

Total deficiency or excess = Sq. ft.

*Keel:-*  
*Closest 46.83'*  
*Wings:-*  
 $2 \times 6.3 \times 3.0 = 1.85$   
 $44.6 + 1.85 = 47.68'$

*Trunk:-*  
 $A. 18 \times \frac{82+50}{2} = 112.76$   
 $B. \frac{(151+2.15)^2}{50} = 98.00$   
 $112.76 \times .8 = 90.21$



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 *Continuous trunk connected at both ends*

Builder's name and yard number *Hawthorn Leslie & Co. Leithburn or Lyle 45.578*

Names of sister vessels *45 "HARPA" No 575, also 45. Aletta built by Caldon S.P.L.*

Owners *Anglo-Saxon Petroleum Co.*

Address *London*

Fee £ *7* : 10 : 0 *approx*

Received by me *Lee F.B. Report*

