

pt. 11b
no 12633
31151

THU. 24 APR. 1924

Index No. 31154
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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

Port of Survey Amsterdam.
Date of Survey Building.
Name of Surveyor Chodder.

Ship's Name. <u>S/S "JULIETA"</u> NED. SCHEEPSBOUW N° 177. Number in Register Book	Port of Registry and Nationality. <u>Willemstad.</u> <u>Dutch.</u>	Official Number.	Gross Tonnage. <u>2746.04</u>	Date of Build. <u>1924.</u>	Particulars of Classification. <u>+100A1 "carrying petroleum in bulk" with freeboard.</u> <u>(class conforming to a.c.)</u>
---	--	------------------	----------------------------------	--------------------------------	---

Registered dimensions from Ship's Register.	LENGTH. <u>305.0</u>	BREADTH. <u>50.2</u>	DEPTH. <u>15.12</u>	UNDER DECK TONNAGE. <u>1810.09</u>
	304.84	49.7	14.38	1838.09

Moulded Depth as measured..... 15'0"
Addition for Keel below base line for draught record... 1.22...inches. Keelplate + A. Make.

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

15-0
1-02
16-02
11
15-12

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>304.84</u>
Length in Table	<u>180.0</u>
Difference	<u>124.84</u>
Correction for 10ft., Table A.	<u>1.0</u>
× Difference divided by 10	<u>12.48</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>6.24</u>
	<u>+6 1/4</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	
Thickness of usual wood deck, less stringer	<u>-3 1/2"</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>over 50"</u>
Round of Beam	<u>1 1/2"</u>
Normal round.....	<u>12 1/2"</u>
Difference	<u>1 ÷ 2 =</u>
Proportion of Deck uncovered (Para. 19)	

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

ent of fineness..... 84
Classification necessary }
4 (a) to (e)]* }
ent as corrected 82 Highest in tables.

Stem 3 1/2"
Sternpost 1/4"
3.75 ÷ 2 = 1.87 ... Mean
÷ 55 = 3.41

Mean Sheer 6.62
Correction
Difference..... 33.86 ÷ 4 = 8.46
d as Para. 18 (f)
sheer from p. 20-120. +8 1/2"

Sheer { At front of bridge house..... 0'0"
At after end of forecastle 0'1 1/2"

Sheer { ÷ 2 =
Correction

ALLOWANCE FOR DECK ERECTIONS:—

Table C.....	<u>0' - 7 1/2"</u>
for Length, if required (Para. 12, 13, and 14)	<u>✓</u>
by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>3 - 3 1/2"</u>
as below.....	<u>2 - 8 5/8"</u> <u>50.8 1/2"</u>
for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }	<u>16.03</u>
for Deck Erections	<u>-1' - 4 1/4"</u>

Length.	Length allowed.	Height.
<u>28.36</u> <u>28' 0 1/4"</u>	<u>28.36</u>	<u>4'6"</u>
<u>196.71</u> <u>196' 7 1/8"</u>	<u>107.0</u>	<u>6' 3 1/2"</u>
<u>79.77</u> <u>79' 7 3/4"</u>	<u>79.77</u>	<u>6' 3 1/2"</u>
	<u>215.13</u> <u>215' 7 3/8"</u>	<u>70' - 7 0/5"</u>
	<u>304.84</u>	

Freeboard, Table A	<u>2' - 7"</u>
Correction for Sheer	<u>+ 8 1/2"</u>
Correction for Length	<u>+ 6 1/4"</u>
Allowance for Deck Erections	<u>3 - 9 3/4"</u>
Correction for Round of Beam.....	<u>- 1 - 4 1/4"</u>
Correction for Iron Deck (if required)	<u>2 - 5 1/2 1/2"</u>
Correction for fall in Sheer (if any).....	<u>✓</u>
Correction for Iron Deck (if required)	<u>- 3 1/2"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other Corrections (if any) Addition for scantlings of class to correspond to approved draught of 11' 0" mid } + 1 - 11 1/2 3/4"	<u>4 - 1 3/4"</u>
Winter Freeboard	<u>4 - 1 3/4"</u>
Summer Freeboard	<u>4 - 0 1/4"</u>
Indian Summer Freeboard	<u>✓</u>
N.A. Winter Freeboard	<u>✓</u>
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.	<u>1 3/4"</u>
Winter Freeboard from deck line	<u>4' - 3 1/2"</u>
Summer " " " "	<u>4' - 2"</u>
Indian Summer " " " "	<u>✓</u>
N.A. Winter " " " "	<u>✓</u>

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

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

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

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* Rpt. 11b.

To what height do the Reverse Frames extend? *All L or L frames*

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* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*

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

What is the thickness of the Bridge Front plating? *Yes* and Coaming plate? *Yes*

Give scantlings and spacing of the Stiffeners *Yes*

Are bracket plates fitted at each end of the Stiffeners? *Yes* 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? *Yes*

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? *Openings covered by a R.Q.D. Poop.*

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 *Coaming .30; plating .26; stiff. 2 1/2 x 3 x .30; 2'6" apart.*

What is the height of the exposed Casings? *1'6"* 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:— *See below:*

Position and Size.		Ship.	Rule.								
COAMING.	Height above top of DECK										
	Thickness { Sides..... Ends.....										
SHIFTING BEAMS OR WEB PLATES.	Number										
	Section and Scantlings										
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES	Thickness										
Remarks.....											

All hatchways with L girders

and steel plate covers as usual

for this type of vessels.

* 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? *Yes* Strake between Main and Bridge Sheerstrakes? *Yes*

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 *open rail.*

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

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

Trunk
 $15.58 \times 42.0 = 654.4$

$159.88 \times 34.0 = 5435.9$

$21.25 \times 28.25 = 600.3$

Total deficiency or excess = Sq. ft.

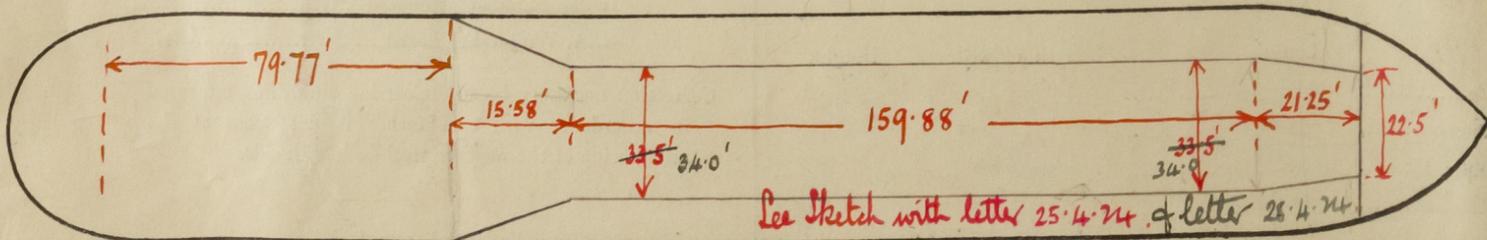
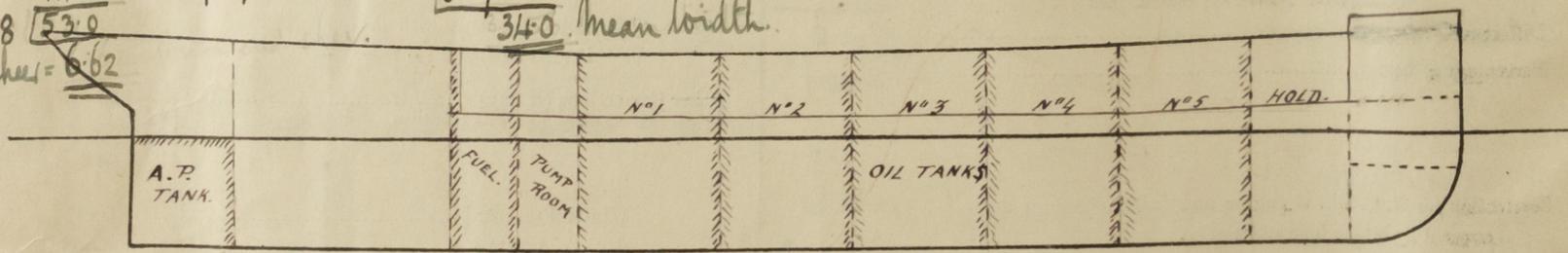
196.71 6690.6

Sheet

F.	24.0	1	24.0
1/8 L.	3.5	4	14.0
1/4 L.	-	2	-
3/8 L.	-	4	-
1/2 L.	-	2	-
3/4 L.	-	4	-
1/2 L.	-	2	-
3/8 L.	25	4	1.0
A.	14	1	14.0
		8	53.0

Mean end sheer = 6.62

34.0 Mean width.



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 *This vessel has been built in accordance with the approved*

Builder's name and yard number *Nederlandsche Scheepbouw Maatschappij 'Yard No 177.*

Names of sister vessels

Owners *Curacaosche Scheepvaart Maatschappij*

Address *Curacao*

Fee *96-* : *Willis* Received by me *Chodder.*

© 2021 Lloyd's Register Foundation

See P.E. Report