

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.-STEAM SHIPS.

No 28368

Particulars relating to all steam ships either flush decked, or with  
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 SUNDERLAND.  
Date of Survey whilst Building  
Name of Surveyor A. Pickworth.

Ship's Name "BRITISH ADVOCATE" LAINGS  
Number in Register Book No 683  
Port of Registry and Nationality LONDON  
BRITISH  
Official Number 146629  
Gross Tonnage 4000 approx  
6992.80  
Date of Build. 1922  
Particulars of Classification 100 A.1. Carrying petroleum in bulk  
Contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>440.3</u>	<u>54.1</u>	<u>33.90</u>	<u>6549.41</u>
Length on LOADLINE.	<u>439.4</u>	Frame Depth $9\frac{1}{2}$ Rule $\frac{1}{2}$ <u>24</u> <u>- .34</u> <u>No Sparring + .33</u>	Ceiling <u>+ .20</u> Sheer <u>+ .91</u>	Peak } incl Tanks } <u>ER tank 10</u> <u>BR tank 34.6</u>
CORRECTED DIMENSIONS.	<u>439.4</u>	<u>54.06</u>	<u>35.01</u>	<u>6594.01</u>

Co-efficient of fineness.....  
Any modification necessary } Salmon type Giler  
[Para. 4 (a) to (e)]\* } + .01 for Longitudinals  
Co-efficient as corrected ..... .76 ✓

Sheer { Stem..... 108  
at { Sternpost ... 60 }  $168 \div 2 = 84$  ... Mean 86.82  
53.94  
36.32.88  
.91  
Sheer at  $\frac{1}{2}$  of the length from { Stem 61.4  
Sternpost 33.4 }  $95.2 \div 2 = 47.6$  ... Mean 86.82  
Gradual mean Sheer ..... 85.41  
Standard mean Sheer [Table, Para. 18] ... 53.94  
Difference..... 31.47  $\div 4 = 7.87$   
§ If limited as Para. 18 (f) .....  
86.82 + 84  
2 = 85.41  
Correction say - 8" ✓

Rise in Sheer { At front of bridge house..... Nil.  
from amidships {  
[Para. 18 (e)] { At after end of forecastle ..... Nil. ✓

Fall in Sheer {  
Para. 18 (d) }  $\div 2 =$   
Length uncovered .....  
Correction ✓

### ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C..... 5. 11 1/2  
Correction for Length, if required (Para. 12, 13, and 14) ..... + 2 1/2  
6 2  
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) ..... 8. 11  
Difference ..... 2. 9  
Percentage as below..... 28.18% of 33  
= 9.3  
- 9 1/4 ✓  
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }  
Allowance for Deck Erections ..... 6 1/4

	Length.	Length allowed.	Height.
Forecastle.....	<u>48' + 12"</u>	<u>49.00</u>	<u>8.0</u>
Bridge House.....	<u>32.4 + 12" OVERHANG EACH END</u>	<u>33.65</u>	<u>8.0</u>
† Raised Qr. Dk.....			
Poop.....	<u>113.12</u>	<u>113.12</u>	<u>8.0</u>
Total .....		<u>195.77</u>	
Length of Ship .....		<u>439.40</u>	<u>= .4455</u>
Corresponding percentage { (Para. 11, 12, 13, or 14) } <u>28.18%</u> ✓			

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Steel Deck :-  
Fresh Water Line above centre of Disc .....  
Indian Summer Line " " " " .....  
Winter Line below " " " " .....  
Winter North Atlantic Line " " " " .....

Moulded Depth as measured..... 33.11"  
Addition for Keel below base line for draught record..... 2 1/2 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..... 439.4  
Length in Table ..... 404.0  
Difference ..... 32.4  
Correction for 10ft., Table A. .... 1.4 Table C. .8  
× Difference divided by 10 ..... 5.50 (if required.) 2.59  
If  $\frac{1}{10}$ ths length covered divide by 2 + 5 1/2 ✓ + 2 1/2 ✓

### CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... 44.55%  
Thickness of usual wood deck, less stringer ..... 3 1/2 - 1 1/2 ✓

### CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 55.10  
Round of Beam ..... 14  
Normal round..... 14  
Difference .....  $\div 2 =$  ✓  
Proportion of Deck uncovered (Para. 19) .....

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

Freeboard, Table A ..... 9. 1 1/2 ✓  
Correction for Sheer ..... - 8  
8. 5 1/2 ✓  
Correction for Length ..... + 5 1/2  
Allowance for Deck Erections ..... 8. 11  
- 9 1/4  
Correction for Round of Beam ..... 8. 1 3/4 ✓  
Correction for fall in Sheer (if any)..... ✓  
Correction for Iron Deck (if required) ..... - 1 1/2 ✓  
Additions for non-compliance with provisions of }  
Para. 11 (d) and (e) † }  
Other Corrections (if any) ..... ✓  
Winter Freeboard ..... 8. 0 1/4 ✓  
Summer Freeboard ..... 6 1/4  
Indian Summer Freeboard ..... 6. 11 3/4 ✓  
N. A. Winter Freeboard ..... ✓

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the Steel or Iron deck with side. 1 1/4

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

† If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.  
The allowance for deck erections under Para. 11 where the sheer drops abaft amidships is to be taken from the level of the top of the amidship beam.  
Mean sheer means the sheer measured at the stem and sternpost. It means the sheer measured at points distant from the stem and sternpost.

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 draft of water and air, should be reported.



Do all the Frames extend to the top height in the Poop? *Long Eng* Raised Quarter Deck? *yes* Bridge House? *yes* Forecastle? *yes*

To what height do the Reverse Frames extend? *Longitudinally framed Oiler*

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 *weather boards fitted full height in riveted channels also rubber jointed and hook bolts*

Is the Poop or Raised Quarter Deck connected with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end? *yes*

Give particulars of the means for closing the openings in Bulkhead *One opening closed with mechan's w. T. Door 5'-0" x 2'-9"*

What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*

Give scantlings and spacing of the Stiffeners *8 1/2 x 3 1/2 x 64 BA's spaced 29" & 30"*

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? *Centre line opening 3' wide closed with storm boards fitted full height in riveted channels. Port and Starboard openings closed with mechan's w. T. doors 5'-0" x 2'-9"*

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? *yes*

Give thickness of plating; scantlings and spacing of Stiffeners *yes*

What is the height of the exposed Casings? *8'-0"* 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. 1 9'-0" x 12'-0"									
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30	24								
	Sides.....	.44									
	Ends.....	.44									
SHIFTING BEAMS OR WEB PLATES	Number .....	74	1								
	Section and Scantlings	PLATE 13'8.0 x .30						Oil tight Latches 6'-0" x 4'-0"			
	Material .....	STEEL 4 ANGLES 3 x 3 x .40						Steel plate coamings covers .50 thick			
* FORE AND AFTERS	Number .....	no fore and afters						Stiffened with 2 angles 4 1/2" x 3" x .36"			
	Section and Scantlings										
	Material .....										
HATCHES Thickness		2 1/2									
Remarks		Satisfactory									

\* 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?*

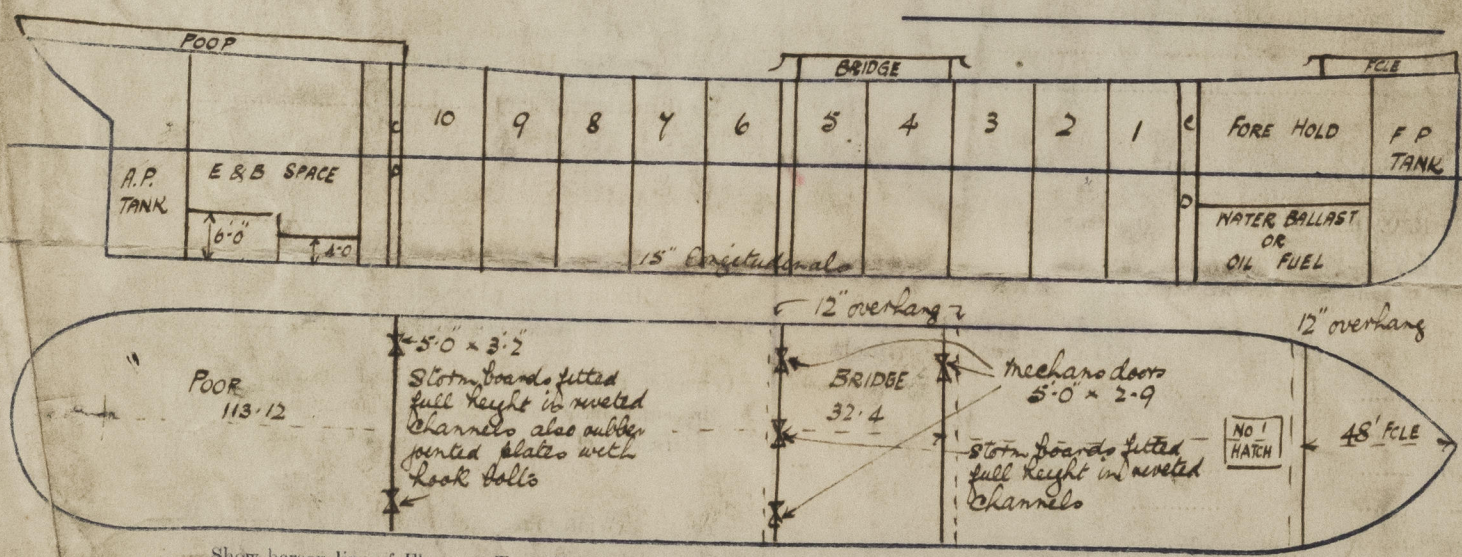
Delete the words } The Crew are, are not, berthed in the bridge house.  
that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

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

Ft. Tenths.	Ft. Tenths.	No.		
x	x	x	Freeing Ports (each side of vessel)	= <i>Sq. ft.</i>
x	x	x		

Total deficiency or excess = *Sq. ft.*



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 is an oiler (oakwood framing) and has been constructed in accordance with the approved plans and the Rules. She is a duplicate of S/S British Councillo' Ref No 28300 and previous vessels. A request form is for herewith. The approved plans of the vessel were sent to London with S/S British Councillo' and have not yet been returned.*

Address

See L 1/2

Will be shown in completion