

PARTICULARS RELATING TO THE STEAM SHIP ~~WITH FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSE DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.~~

Port of Survey *San Francisco: Cal.*

Date of Survey *While building*

Name of Surveyor *Arnold Bennett*

Ship's Name. <i>S.S. "DICTO"</i> <i>Union Iron Works Co's No 17.</i>	Port of Registry and Nationality. <i>Haugesund</i> <i>Norway.</i>	Official Number. <i>✓</i>	Gross Tonnage. <i>✓</i>	Date of Build. <i>1917</i>	Particulars of Classification. <i>100 A.I. (Contemplated)</i>
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Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>341.0</i>	<i>48.2</i>	<i>24.75</i>	<i>3641</i>
Length on LOADLINE.		Frame Depth 8" Rule " <i>5 1/2</i>	Ceiling <i>fitted</i> Sheer <i>+1.02</i>	Peak <i>-140</i> Tanks <i>3501</i>
		<i>-42</i>		
CORRECTED DIMENSIONS.	<i>341.0</i>	<i>47.78</i>	<i>25.77</i>	

Co-efficient of fineness..... *8339*

Any modification necessary { *.02* *LEVEL TANK.*

[Para. 4 (a) to (e)]*

Co-efficient as corrected *.81*

Sheer { Stem..... *123* } *177 ÷ 2 = 88.5*...Mean *80.9*
at { Sternpost .. *54* } *36) 36.80*
1.02

Sheer at 1/2 of the length from { Stem *61* } *89 ÷ 2 = 44.5*...Mean *80.9*
Sternpost *28* } *÷ 55 = 80.9*

Gradual mean Sheer *80.9*

Standard mean Sheer [Table, Para. 18] *44.10* Correction

Difference..... *36.80 ÷ 4 = 9.20*

§ If limited as Para. 18 (f)..... *-9 1/4*

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

¶ Fall in Sheer {
Para. 18 (d) { *÷ 2 =*

Length uncovered ✓ Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *3.5 1/2*

Correction for Length, if required (Para. 12, 13, and 14) *+ 1*

3.6 1/2

Freeboard by Table A, corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) } *6.0*

Difference *2.5 1/2*

Percentage as below..... *25.29*

7.46

Correction for R. Q. Dk. if engine and boiler openings not }
covered by bridge house (Para. 11) } ✓ *7 1/2*

Allowance for Deck Erections ✓

	Length.	Length allowed.	Height.
Forecastle.....	<i>35.6</i>	<i>35.6</i>	<i>7.6</i>
Bridge House	<i>72.92</i>	<i>72.92</i>	"
† Raised Qr. Dk.....			
Poop.....	<i>29.42</i>	<i>29.42</i>	"
Total		<i>137.84</i>	
Length of Ship		<i>341.00</i>	<i>= .4042</i>
Corresponding percentage { (Para. 11, 12, 13, or 14) }		<i>25.29</i>	

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 " " " "

Moulded Depth as measured..... *27'3"*

Tonnage measured to a line *1.45 ft below Tank Top.*

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..... *341.0*

Length in Table *327.0*

Difference *14.0*

Correction for 10ft., Table A. *1.4* Table C. *.7*

× Difference divided by 10 (if required.)

If 1/10ths length covered divide by 2 *+ 2"* *+ 1"*

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered *.4042*

Thickness of usual wood deck, less stringer *- 1 1/2"*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *47.0*

Round of Beam *12"*

Normal round..... *11 1/2*

Difference *1/2" ÷ 2 = 1/4"*

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 *6'7 1/2"*

Correction for Sheer *- 9 1/4"*

5'10"

Correction for Length *+ 2"*

6'0"

Allowance for Deck Erections *- 7 1/2"*

5'4 1/2"

Correction for Round of Beam..... ✓

Correction for fall in Sheer (if any)..... ✓

Correction for Iron Deck (if required) *- 1 1/2"*

5'3"

Additions for non-compliance with provisions of {
Para. 11 (d) and (e) † } ✓

Other Corrections (if any) ✓

Winter Freeboard *5'3"*

Summer Freeboard *4'10 1/2"*

Indian Summer Freeboard *4'6"*

N. A. Winter Freeboard ✓

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

Winter Freeboard from deck line *5'4 1/2"*

Summer " " " " *5'0 1/4"*

Indian Summer " " " " *4'7 3/4"*

N. A. Winter " " " " ✓

State dimensions of freeing port area on back of this form.

† The Surveyor should state whether the fall of sheer as reported is measured relatively to the strain line of keel or to the water line. If measured to the water line, the vessel's draft at time of survey, and also the usual load draft.

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *channel framing*
 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 *STEEL W.T. Doors, also storm boards full height fitted into channels riveted to Bulkhead*
 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 *STEEL W.T. DOORS.*
 What is the thickness of the Bridge Front plating? *.32* and Coaming plate? *.42*
 Give scantlings and spacing of the Stiffeners *9 x 3 1/2 x .62 BULB ANGLES SPACED 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? *By storm boards full height fitted into channels riveted to Bulkhead*
 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
 What is the height of the exposed Casings? Are suitable means provided for closing all openings in them in bad weather?
 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.	N°1 (FWB) 26'0" x 17'0"		N°2: 25'0" x 17'0"		N°3: 12'6" x 17'0"		N°4: 25'0" x 17'0"		N°5: 25'0" x 17'0"	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.										
Height above top of DECK	2'9"		2'9"		2'9"		2'9"		2'9"	
Thickness	Sides.....	.44	.44		.44		.44		.44	
	Ends.....	.44	.44		.44		.44		.44	
SHUTTLING BRAMS OR WEB PLATES.	Number	5	5		5		5		5	
	Section and Scantlings	PLATES 16"x36"	PLATES 16"x36"		PLATES 16"x36"		PLATES 16"x36"		PLATES 16"x36"	
	Material	DOUBLE ANGLES 4"x3"x.44	DOUBLE ANGLES 4"x3"x.44		DOUBLE ANGLES 4"x3"x.44		DOUBLE ANGLES 4"x3"x.44		DOUBLE ANGLES 4"x3"x.44	
* FORE AND AFTERS.	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness	2 3/4"		2 3/4"		2 3/4"		2 3/4"		2 3/4"	
Remarks.....	SOLID		SOLID		SOLID		SOLID		SOLID	

* 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.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 10 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? Strake between Main and Bridge Sheerstrakes?

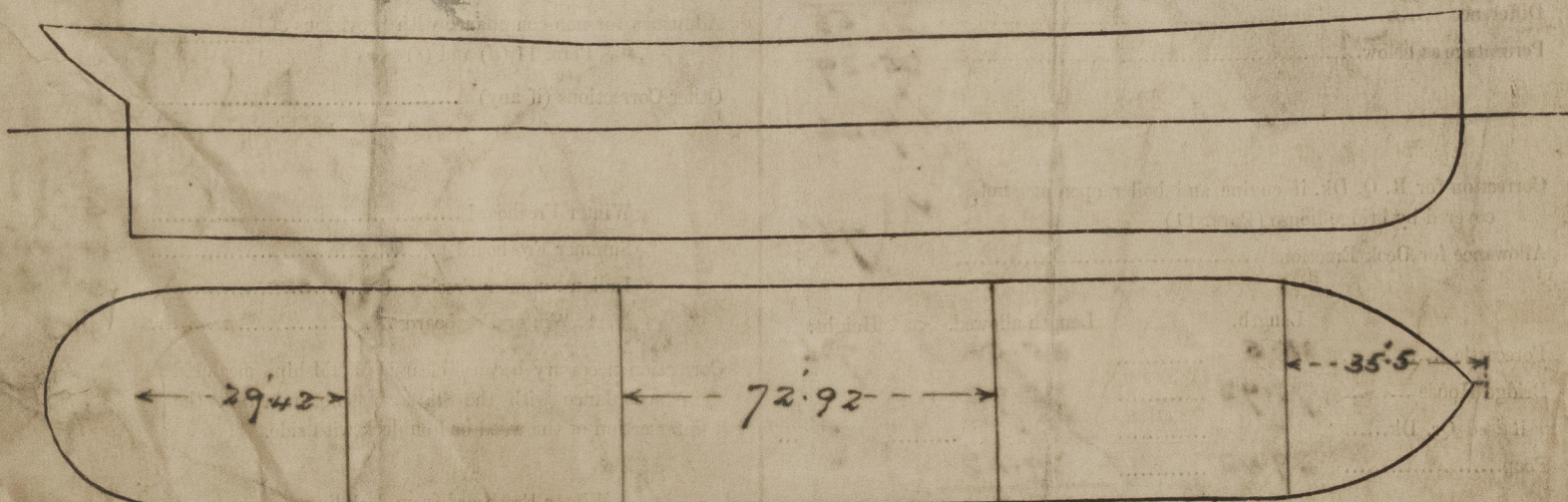
Delete the words { The Crew are, are not, berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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.	Freeing Ports (each side of vessel)	= <i>✓</i> Sq. ft.
x	x	x	x			
x	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 sister ship to "REGULUS"
San Francisco Report No. 2477. In order to have this vessel's freeboard marked
before leaving San Francisco, it will be necessary for the particulars to be called:
A freeboard request is now forwarded with this report.

Owners

Address

Rec'd

Received by me



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