

Lloyd's
SURVEY

British & Foreign Shipping.
FREEBOARD.-STEAM SHIPS.

65172

23402

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

Port of Survey *Newcastle-on-Tyne*
Date of Survey *While Building*
Name of Surveyor *Wm. S. Lumbell*

Ship's Name. *S. SAN VALER, 50*
mess. Salamis 1: 830 ship
Number in Register Book *supplement 1: 79*
Port of Registry and Nationality. *London British*
Official Number. *135301*
Gross Tonnage. *6433*
Date of Build. *1913*
Particulars of Classification. *100 A1 carrying petroleum in bulk (Class contemplated) Longitudinal bracing*

Registered Dimensions from Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>420.0</i>	<i>54.65</i>	<i>32.45</i>	<i>5946.41</i>
Length on LOADLINE.	<i>419.5</i>	<i>Average 107 Frame Depth Rule " 6.5 $\frac{4.7}{12} \times 2 = -.87$ to framing +.33</i>	<i>Ceiling +.20 Sheer +1.09</i>	<i>Peak } Included Tanks } ball D. B. left + 42 tons</i>
CORRECTED DIMENSIONS.	<i>419.5</i>	<i>54.88 .28</i>	<i>33.74</i>	<i>5988.41</i>

Moulded Depth as measured *32.8 1/2*

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

Co-efficient of fineness *.778*
Any modification necessary
[Para. 4 (a) to (e)]*
Co-efficient as corrected *.778*

CORRECTION FOR LENGTH.
Length of Ship on Loadline *419.5*
Length in Table *392.5*
Difference *27.0*
Correction for 10ft., Table A. *1.6*
× Difference divided by 10 *4.32*
If 1/10ths length covered divide by 2 *+ 4.32*

Sheer { Stem *120 1/2* } *183* ÷ 2 = *91.5* ... Mean
at { Sternpost *62 1/2* }
Sheer at 1/2 of the length from { Stem *67.0*
Sternpost *33.5* } *100.5* ÷ 2 = *50.25* ... Mean
Gradual mean Sheer *110.0* *91.36* ÷ .55 = *91.36*
Standard mean Sheer [Table, Para. 18] *51.95*
Difference *39.41* ÷ 4 = *9.85*
§ If limited as Para. 18 (f) *- 9 3/4*

CORRECTION FOR IRON DECK.
Proportion covered, if less than 1/10ths length covered *.4046*
Thickness of usual wood deck, less stringer *3 1/2*
3.38 × .4046 = 1.37

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

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships *52.7 1/2*
Round of Beam *13 1/2*
Normal round *13.15*
Difference *.25* ÷ 2 = *.17*
Proportion of Deck uncovered (Para. 19) *.595* *.400*

¶ Fall in Sheer {
Para. 18 (d) } ÷ 2 =
Length uncovered
Correction

Freeboard, Table A *8-9.04*
Correction for Sheer *9.85*
7-11.19
Correction for Length *4.32*
8-3.51
Allowance for Deck Erections *7.80*
7-7.71
Correction for Round of Beam *.10*
7-7.61
Correction for fall in Sheer (if any)
Correction for Iron Deck (if required) *1.37*
7-6.24
Additions for non-compliance with provisions of
Para. 11 (d) and (e) ‡
Other Corrections (if any)

ALLOWANCE FOR DECK ERECTIONS :—
Freeboard, Table C *5-6.54*
Correction for Length, if required (Para. 12, 13, and 14) *2.16*
5-8.70
Freeboard by Table A, corrected for sheer, and for length,
if required (Para. 12, 13, and 14) *8-3 3/4*
Difference *2-6.81*
Percentage as below *25.32* *25%*

Correction for R. Q. Dk. if engine and boiler openings not
covered by bridge house (Para. 11)
Allowance for Deck Erections *- 7 3/4*

Winter Freeboard *7-6 1/4*
Summer Freeboard *7-0 1/2*
Indian Summer Freeboard *7-6 1/4*
N. A. Winter Freeboard

Forecastle *42.6* (Length *36.0* + *6.6*) *40.87* *42.5* Height *7.6*
Bridge House *25.3* *25.25* *7.6*
Raised Q. Dk.
Poop *102.0* *102.0* *7.6*
Total *169.75* *168.12* *= 40 1/4*

Correction necessary because clearside amidships, measured
in accordance with the Statute is not taken at the
intersection of the ~~wood~~ iron deck with side.

Length of Ship
Corresponding percentage
(Para. 11, 12, 13, and 14) *25.8* *32%*

Winter Freeboard from deck line
Summer " " "
Indian Summer " " "
N. A. Winter " " "

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 " " "

28.11.13.
If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside
of ceiling should be reported if possible.
+ In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amid-
ships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
- In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern
post. In vessels having poops and forecastles, it means the sheer measured at points distant
one eighth of the vessel's length from stem and stern post.

State dimensions of freeing port area on back of
The Surveyor should state whether the fall in sheer
from deck to the water line. If measured
survey, and also the usual load draft forward

Do all the Frames extend to the top height in the 1st? *Yes* Raised Quarter
 To what height do the Reverse Frames extend? *Longitudinal*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the opening in Bulkhead *Steel S.I. Doors*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *Yes* Has the Bridge House an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the opening in Bulkhead *Steel Door*
 What is the thickness of the Bridge Front plating? *10* and Claming plate? *.44*
 Give scantlings and spacing of the Stiffeners *7 1/2 3 1/2 x .44 B.A. Spaced 2'-8" to 2'-11" apart Bracketed top & bottom*
 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? *Food and Steel Doors*
 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?
 Are the openings not so protected are the exposed parts of the Casings efficiently constructed?
 thickness of plating; scantlings and spacing of Stiffeners
 What is the height of the exposed Casings?
 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:— *Is approved.*

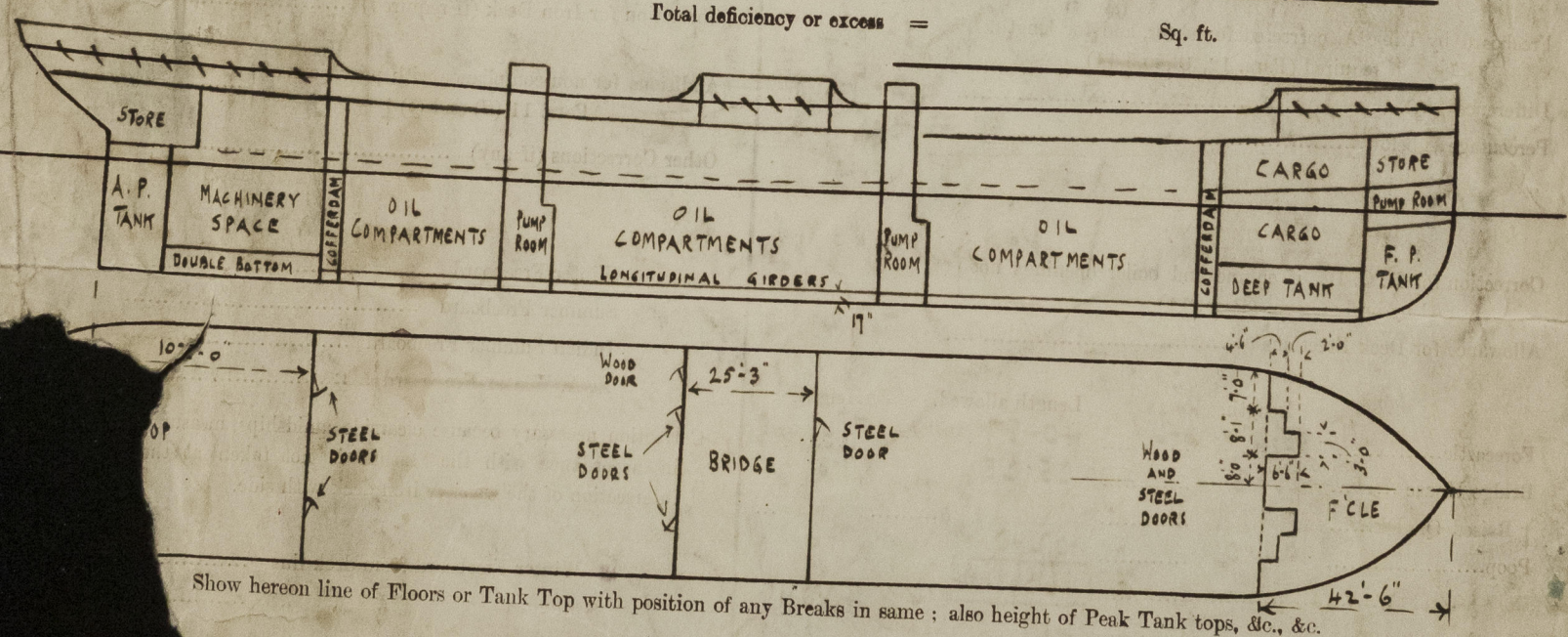
Position and Size.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Item.										
of DECK	30"	h								
of DECK	36	h								
of DECK	36	Approved								
Number	h	h								
Section and Scantlings	18" x 3/4" x 3/4"	Approved								
Material	Steel									
Number	h									
Section and Scantlings	h									
Material	h									
ES Thickness	3"									
Remarks										

* 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 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. } Freeing Ports (each side of vessel) = Sq. ft.
 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.

Plans in the construction of the Vessel. Vessel built in Longitudinal framed system in
 Approved Plans (2) enclosed herewith.
 Liverpool Report dated 22nd May 1912
 Will be pleased to have a reply as soon as possible.

Received by me