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Rpt. 116.
32371

EX. N.Y.K. 14534 NEWCASTLE-ON-TYNE

no: 281844
26 SEP 1927

Index No. 32484
(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
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-ON-TYNE**
Date of Survey **22nd Sept. 1927**
Name of Surveyor **John Smalay**

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
PERIJA Palmer 976. Number in Register Book	Newcastle UK	149445		1927	+100 A.I. Carrying petroleum in bulk Contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	305	50.2	16.3	1887.61
Length on LOADLINE.	305	Frame Depth 10 Rule 5 $\times 2 = -83$ Average 10 No. 5 No. 33	No. 20 Ceiling + Sheer - 65 none except fore hold	Peak Tanks Deep floors in E+B +26'6"10"
CORRECTED DIMENSIONS.	305.0	49.70	15.85	1914.21

Co-efficient of fineness..... **797**
Any modification necessary } **Longitudinal Framing**
[Para. 4 (a) to (e)]* }
Co-efficient as corrected **81**

Sheer { Stem..... **54** } **84** $\div 2 = 42$...Mean
at { Sternpost ... **30** }
Sheer at $\frac{1}{2}$ of the length from { Stem **6 1/2** } **13** $\div 2 = 6 1/2$...Mean
Sternpost **6 1/2** }
Gradual mean Sheer **17.00**
Standard mean Sheer [Table, Para. 18] **40.50** Correction
Difference..... **23.50** $\div 4 = 5.87$ **+5 3/4**
§ If limited as Para. 18 (f) **76-3 abaft**
Sheer is level (parallel to base) for 167'-9" ie for 91'-6" fwd
Rise in Sheer { At front of bridge house.....
from amidships }
[Para. 18 (e)] { At after end of forecastle
Fall in Sheer } $\div 2 =$
Para. 18 (d) }
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C..... **0'-9 1/2"**
Correction for Length, if required (Para. 12, 13, and 14)
Freeboard by Table A. corrected for sheer, and for length, } **3'-5 1/2"**
if required (Para. 12, 13, and 14) }
Difference **2'-8"**
Percentage as below..... **45.6%**
Trunk. I. 18.0 $\times \frac{25.5}{50} \times 8 = 7.34$
II. 153.0 $\times \frac{30}{50} \times 8 = 73.44$
80.78
Correction for R. Q. Dk. if engine and boiler openings not }
covered by bridge house (Para. 11) }
Allowance for Deck Erections **1'-2 1/2"**

	Length.	Length allowed.	Height.
Forecastle.....	33.3	33.30	7'-3"
Bridge House	22.0	11.00	7'-3"
Trunk including main	203.0	80.78	7'-3"
† Raised Qr. Dk.	68.7	75.10	7'-3"
Poop.....	78.7		
Total		200.18	= 656
Length of Ship	305	305	
Corresponding percentage		45.6%	
(Para. 11, 12, 13, or 14)			

FREEBOARD 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	" " "	...

Moulded Depth as measured... **16'-6"**
Addition for Keel below base line for draught record.....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 **198**
Difference **10.7**
Correction for 10ft., Table A. **1.0** Table C. ✓
 \times Difference divided by 10 **10.7** (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 **5.35**
+ 5 1/4"

P.B.F. = **391** Trunk **331**
CORRECTION FOR IRON DECK.
Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer **no wood deck**
3 1/2" **- 3 1/2"**

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships... **50.0**
Round of Beam **12 1/2**
Normal round..... **12 1/2**
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19) ✓

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

Freeboard, Table A **2'-11 3/4"**
Correction for Sheer **+ 5 3/4"**
3'-5 1/2"
Correction for Length **+ 5 1/4"**
3'-10 3/4"
Allowance for Deck Erections **- 1'-2 1/2"**
2'-8 1/4"
Correction for Round of Beam..... ✓
Correction for fall in Sheer (if any)..... ✓
Correction for Steel Deck (if required) **- 3 1/2"**
2'-4 3/4"
Additions for non-compliance with provisions of }
Para. 11 (d) and (e) † }
Other Corrections (if any) ✓

Winter Freeboard **2'-4 3/4"**
Summer Freeboard **2'-2 1/2"**
Indian Summer Freeboard **2'-0 1/4"**
N. A. Winter Freeboard **2'-6 3/4"**
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. **1 3/4"**

Winter Freeboard from deck line **2'-6 1/2"**
Summer " " " **2'-4 1/4"**
Indian Summer " " " **2'-2"**
N. A. Winter " " " **2'-8 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.
† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships 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 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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longitudinal framing as appd.

Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒ Bridge House? ☒ Forecastle? ☒

To what height do the Reverse Frames extend? ☒

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? ☒ yes, as sketch ☒ no openings.

Give particulars of the means for closing the openings in Bulkhead ☒

Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒ yes, by trunk ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒ no open clear of trunk

Give particulars of the means for closing the openings in Bulkhead ☒

What is the thickness of the Bridge Front plating? ☒ 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? ☒ no, open clear of trunk

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? ☒ see sketch

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? ☒ Covered by poop.

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 all steel oil tight covers as rule

Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
COAMING.	Height above top of deck	trunk	9"														
	Sides	9 x 3 1/2 x 40															
	Ends	BA.															
SHIFTING BEAMS OR WEB PLATES.	Number																
	Section and Scantlings																
	Material																
* FORE AND AFTERS.	Number																
	Section and Scantlings																
	Material																
HATCHES Thickness		30 plate															
Remarks		3 FPA stiffeners 2 at 5 x 3 1/2 x 40 1 at 6 x 6 x 40															
		Angles															

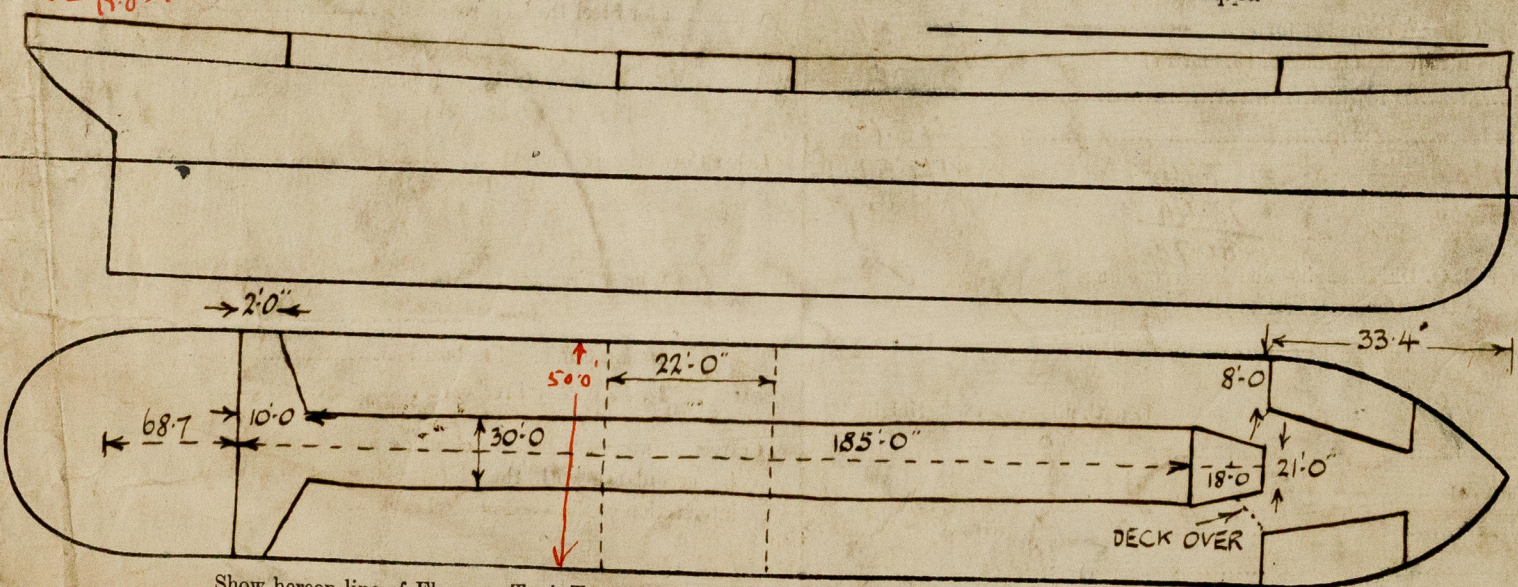
* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.
 (If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge 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? ☒

Sheer

FP	54.0	1	54.0
1/8	6.5	4	26.0
1/4	-	2	-
3/8	-	4	-
1/2	-	2	-
3/4	-	4	-
1	-	2	-
1 1/4	6.5	4	26.0
1 1/2	-	2	-
AP	30.0	1	30.0
			81.56.0
			17.0 = mean end sheer.

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 rails
 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.

Poop Extension
 $80 \times \frac{30}{50} = 4.8$
 $40 \times \frac{20}{50} = 1.6$
 6.4
 Poop 68.7
 allowed 75.1



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

Builder's name and yard number "PERIJA" Palmers S.B. and S. Co. Ltd NO 976.

Names of sister vessels "SLURE" (80416) "BOLIVAR" (81454)

Owners Provisional (for voyage out) Palmers S.B. and S. Co. Ltd

" Address

Fee £ 7 : 6 : 8 Received by me L. H. K.

