

FINAL REPORT
 No. 54967
Register of Shipping.

Index No. **33522**
 (For London Office only.)

SURVEYS FOR FREEBOARD. STEAM SHIPS. 21 NOV 1929

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

Port of Survey *Newcastle-on-Tyne*
 Date of Survey *19th Nov. 1929*
 Name of Surveyor *G. Brown*

Ship's Name <i>OR</i>	Port of Registry and Nationality <i>Liverpool</i>	Official Number <i>161141</i>	Gross Tonnage	Date of Build <i>1929</i>	Particulars of Classification <i>+100A1 carrying petroleum in bulk (Contemplated)</i>
Register Book	<i>British</i>				

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<i>430.5</i>	<i>56.6</i>	<i>32.9</i>	<i>6107.97</i>
<i>430.0</i>	Frame Depth <i>8'</i> Rule <i>4</i> <i>100 cargo bunks</i> $\times 2 = 17$ $\therefore +33$	<i>no</i> Ceiling $+20$ Sheer $+60$	Peak Tanks } <i>incl'd</i> <i>deep floor +72</i> <i>in E spaces</i> <i>deep floor for +10</i>
<i>430.0</i>	<i>56.76</i>	<i>33.7</i>	<i>6189.97</i>

Moulded Depth as measured..... *32'9"*
 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.....	<i>430.0</i>
Length in Table	<i>393.0</i>
Difference	<i>37.0</i>
Correction for 10ft., Table A.	<i>1.6</i> Table C. <i>.8</i>
\times Difference divided by 10	<i>5.92</i> (if required.) <i>2.96</i>
If $\frac{1}{10}$ ths length covered divide by 2	<i>+6"</i> <i>+3"</i>

CORRECTION FOR IRON DECK.
 Proportion covered, if less than $\frac{1}{10}$ ths length covered *Complete steel deck*
 Thickness of usual wood deck, less stringer $\frac{3}{4}$
1.40 - 1/2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<i>55.25</i>
Round of Beam	<i>14"</i>
Normal round.....	<i>13.81</i>
Difference	$.19 \div 2 =$ <i>.09</i>
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	<i>8.8</i>
Correction for Sheer	<i>-5</i>
Correction for Length	
Allowance for Deck Erections	
Correction for Round of Beam.....	
Correction for fall in Sheer (if any).....	
Correction for Steel Deck (if required)	
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other Corrections (if any)	

Co-efficient of fineness..... *.752*
 Any modification necessary } *Bottom Longs*
 [Para. 4 (a) to (e)]* }
 Co-efficient as corrected *.77*

Sheer { Stem..... *108"*
 at { Sternpost ... *48"* } $156 \div 2 = 78"$...Mean
 Sheer at $\frac{1}{2}$ of the length from { Stem *57"*
 Sternpost *25"* } $82 \div 2 = 41"$...Mean
 Gradual mean Sheer $\frac{74.54}{2} = 37.27$
 Standard mean Sheer [Table, Para. 18] *53.00* Correction
 Difference..... $21.54 \div 4 = 5.38$
 § If limited as Para. 18 (f) *-5 1/2"*

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

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

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....	<i>5 - 3/2</i>
Correction for Length, if required (Para. 12, 13, and 14)	<i>+3</i>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) }	<i>8.9</i>
Difference	<i>2 - 1/2</i>
Percentage as below.....	<i>27.24%</i>
	<i>9.67</i>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
 Allowance for Deck Erections *-9 1/2"*

	Length.	Length allowed.	Height.
Forecastle.....	<i>43.5</i>	<i>43.5</i>	<i>7.5'</i>
Bridge House	<i>34.0</i>	<i>34.0</i>	<i>7.5'</i>
† Raised Qr. Dk.	<i>106.2 + 4.0</i>	<i>108.2</i>	<i>7.5'</i>
Poop.....			
Total		<i>185.7</i>	
Length of Ship		<i>430.0</i>	

Corresponding percentage (Para. 11, 12, 13, or 14) } *27.24%*

FREEBOARD recommended amidships

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† If the frames, etc. in planking, or if ceiling should be reported as obtained an allowance should be made in the height of the planking. Vessels of one class only are allowed to have raised quarter decks.

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Do all the casings extend to the top height in the Poop? *Longitudinal*
 To what height do the Reverse Fram extend? *Longitudinal from*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes, Coaming 44*
 Give particulars of the means for closing the openings in Bulkhead *2 openings, storm boards in*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead *one hinged steel w.T door*
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*
 Give scantlings and spacing of the Stiffeners *9x3x3x52/44 channel, 2-9" space*
 Are bracket plates fitted at each end of the Stiffeners? *Yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes*
 How are the openings closed? *2 openings, storm boards in riveted channels full height*
 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?
 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? *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, as rule*

Position and Size.		No. 1, and 2 open field 9-0" x 12-0"		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	<i>2'-6"</i>													
	Thickness	Sides.....	} <i>.44</i>												
		Ends.....													
SHIFTING BEAMS OR WEB PLATES.	Number	<i>5 stiffeners for raft on plate cover 5x3x40</i>													
	Section and Scantlings	<i>all other hatchways out tight with steel plate covers to rule.</i>													
	Material														
* FORE AND AFTERS.	Number														
	Section and Scantlings														
	Material														
HATCHES	Thickness	<i>.30 plate</i>													
	Remarks														

* 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) =	Sq. ft.
x x x		
Total deficiency or excess	=	Sq. ft.

open rails no bulwarks.



in same; also height of Peak Tank tops, &c., &c.