

EXT N.Y.K. 11/5/34
Rpt. 11b.

Ext. N.Y.K. 14.5.34

NEWCASTLE-ON-TYNE 82626

18 APR 1928

Index No. 32715
(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 4th APRIL 1928

Name of Surveyor E. Wood

Ship's Name.
PALMERS S.B. Iron Co. No 982
APURE
Number in Register Book

Port of Registry
and Nationality.
NEWCASTLE
UK

Official
Number.
149469

Gross
Tonnage.

Date of Build.
1928

Particulars of Classification.
100A1 carrying petroleum
in bulk (contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>325.0</u>	<u>55.2</u>	<u>16.45</u>	<u>2298.29</u>
Length on LOADLINE.	<u>325.0</u>	MEAN Frame Depth <u>5.20</u> Rule <u>5.2</u> No of struts <u>5</u> No of struts <u>1.33</u>	Ceiling <u>NONE</u> Sheer <u>1.63</u> For D.B. in machy space <u>+48.0</u>	Peak Tanks } inches
CORRECTED DIMENSIONS.	<u>325.0</u>	<u>54.70</u>	<u>16.02</u>	<u>2346.29</u>

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..... 325.0
Length in Table 198.0
Difference 127.0
Correction for 10ft., Table A. 1.0 Table C.
× Difference divided by 10 12.70 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 6.35
+6 1/4

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer 3 1/2 ~~NO WOOD DECK~~
- 3 1/2

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 55.0
Round of Beam 13 3/4
Normal round..... 13 3/4
Difference ✓ ÷ 2 =
Proportion of Deck uncovered (Para. 19) NIL

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

Co-efficient of fineness..... .82
Any modification necessary } LONGITUDINAL FRAMING
[Para. 4 (a) to (e)]* }
Co-efficient as corrected82

Sheer { Stem 5.4" } 84' ÷ 2 = 42" Mean
at { Sternpost 3.0 }

Sheer at $\frac{1}{2}$ of the length from { Stem 7" } 13 1/2' ÷ 2 = 6 3/4' Mean
Sternpost 6 1/2"

Gradual mean Sheer Plotted. 19.86

Standard mean Sheer [Table, Para. 18] 42.50 Correction
Difference..... 22.64 ÷ 4 = 5.66
+ 5 3/4

§ If limited as Para. 18 (f)
SHEER PARALLEL TO BASE FOR 172'-6" i.e. 1/10 { 88'-4" abaft @
{ 84'-2" Forward }

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

Fall in Sheer { ✓ ÷ 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, if required (Para. 12, 13, and 14) } 3'-5 3/4
Difference 2'-8 1/4
Percentage as below..... 43.5%
14.03

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections - 1.2

	Length.	Length allowed.	Height.
Forecastle.....	<u>39.33</u>	<u>39.33</u>	<u>8.0</u>
Bridge House.....	<u>22.0</u>	<u>82.72</u>	<u>8.0</u>
TRUNK (measured) <u>189.5 × 5.5 = 1042.25</u>	<u>209.5</u>	<u>44.27</u>	<u>8.0</u>
+ Raised Qr. Dk.....	<u>7.0 × 4.2 = 29.4</u>	<u>80.17</u>	<u>8.0</u>
+ RAISED QUARTER DECK.....	<u>76.2</u>	<u>206.49 = 635</u>	
Poop.....	<u>325.0</u>	<u>325.0</u>	
Total	<u>325.0</u>		
Length of Ship	<u>325.0</u>		
Corresponding percentage { <u>43.5%</u>			
(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 " " " ...

Winter Freeboard 2'-16 1/2
Summer Freeboard 2'-4 1/4
Indian Summer Freeboard 2'-2 1/2
N. A. Winter Freeboard 2'-8 1/4

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'-8 1/4
Summer " " " 2'-6
Indian Summer " " " 2'-3 3/4
N. A. Winter " " " 2'-10 1/4

Winter Freeboard from deck line 2'-6

MARKING FORM
RECEIVED 20 APR 1928

† 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.

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? LONGITUDINAL FRAMING
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? Yes - see sketch
 Give particulars of the means for closing the openings in Bulkhead No openings
 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 at side 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 at sides 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	2'-6"															
	Thickness	Sides.....		44													
		Ends.....		44													
SHIFTING BEAMS OR WEB PLATES.	Number																
	Section and Scantlings	✓															
		Material															
* FORE AND AFTERS.	Number	✓															
	Section and Scantlings																
		Material															
HATCHES Thickness		30 plate															
Remarks.....		3 F.A. Stiffeners 5" x 3" x .40"															

* The depth of Fore and Afters should be stated from the underside of the hatchways 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 that do not apply { The Crew are, are not, berthed in the bridge house.
 The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

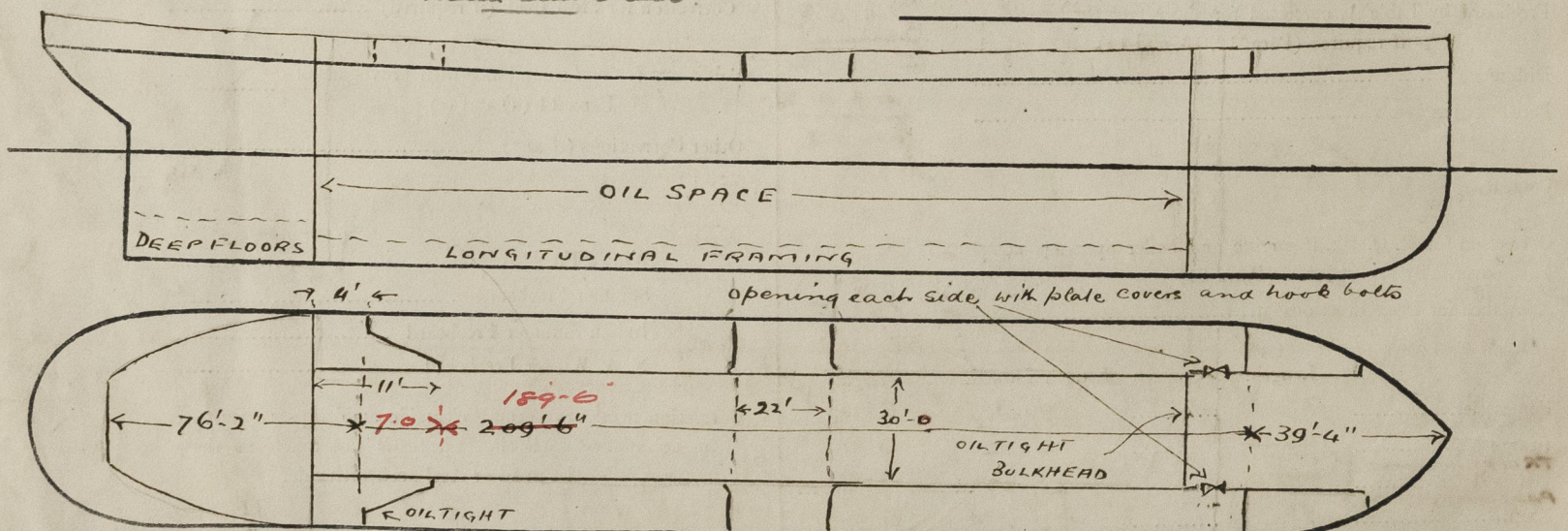
Length of Bulwarks in well

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

NO BULWARKS
OPEN RAILS
 Sq. ft.

Shun
 $\frac{5.4}{8} \times 78.33 = 1409.9$
 $\frac{30}{3} \times 74.17 = 741.7$
 $1409.9 - 741.7 = 668.2$
 $6.62 \times 3 = 19.86$
mean end sheer

Freeing Ports (each side of vessel) =
 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

Builder's name and yard number PALMERS SHIPBUILDING & IRON CO. LTD No 982

Names of sister vessels S.S. CATATUMBO

Owners Provisional (for voyage out) PALMERS S.B. & I. CO. LTD Final VENEZUELAN GULF OIL CO. INC.

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See F.C. Report.

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