

Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD - STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

26038

New York Office Index No. 140
 Port of Survey Baltimore
 Date of Survey Dec. 11, 1931 Jan. 20, 1932
 Name of Surveyor C. Hostie

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>Vinding Gulf</u>	<u>Boston U.S.A.</u>	<u>216767</u>	<u>5438</u>	<u>1918-8</u>	<u>+100A1</u>

Builder New York L.B. Corp.
 Moulded dimensions 377.33 x 55.01 x 34.42 (85% = 29.26)
 Moulded displacement at a moulded draught of 85 per cent. of moulded depth 13,220 tons
 Coefficient of fineness for use with tables .768

FREEBOARD.	CORRECTION FOR DEPTH.		CAMBER
	(a) When D is greater than $\frac{L}{15}$	(b) When D is less than $\frac{L}{15}$ (if allowed)	
Depth D = <u>34.42</u>	$(D - \frac{L}{15}) \times R = (34.42 - 25.15) \times 2.903 = 27.08$	$(\frac{L}{15} - D) \times R = \dots$	Standard $\frac{55 \times 12}{50} = 13.20$
<u>3/4"</u>	<u>.06</u>		Ship ... <u>13.75</u>
			Difference ... <u>.55</u>
			Restricted to ...
			Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{.55 \times .653}{4} = .09$

SUPERSTRUCTURES.

Mean Covered Length S.	Effective Length S. (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
<u>26.50</u>	<u>26.50</u>	<u>8 ft</u>	<u>✓</u>	<u>26.50</u>
<u>67.50</u>	<u>67.50</u>	<u>8 ft</u>	<u>✓</u>	<u>67.50</u>
<u>8.00</u>	<u>6.00</u>	<u>8 ft</u>	<u>✓</u>	<u>6.00</u>
<u>31.00</u>	<u>31.00</u>	<u>8 ft</u>	<u>✓</u>	<u>31.00</u>
Total = <u>133.00</u>	<u>131.00</u>			<u>131.00</u>

* Tanker allowance and freeboard on % steel hatch covers, gangway, etc.

Length of ship (L) = 377.33
 Corrected for A = 35.25%
 Correction for Bridge less than 2L if required = -10.41
 Correction for Tanker = 25.71%
 Final correction = 40.49

SHEER.

1 Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
<u>6.75</u>	<u>47.73</u>	<u>16.75</u>	<u>1</u>	<u>16.75</u>
<u>1.70</u>	<u>21.00</u>	<u>1.70</u>	<u>4</u>	<u>6.80</u>
<u>.40</u>	<u>5.25</u>	<u>.40</u>	<u>2</u>	<u>.80</u>
<u>5.85</u>	<u>10.50</u>	<u>5.85</u>	<u>2</u>	<u>11.70</u>
<u>3.40</u>	<u>22.00</u>	<u>23.40</u>	<u>4</u>	<u>93.60</u>
<u>1.00</u>	<u>9.46</u>	<u>8.00</u>	<u>1</u>	<u>8.00</u>

If excess sheer forward and deficient sheer aft:—

Actual sheer aft / Standard sheer aft =
 Actual sheer forward / Standard sheer forward =

Length of enclosed superstructure L = $\frac{73.50}{377.33} = 19.48\%$

Forward of amidships =
 Aft of amidships =

$18) \frac{210.65}{11.70} = 23.87$
 $12.17 (.75 - .176) = 12.17$
 Correction for excess sheer (1 1/2 in. per 100 ft.) = 6.99

DRAFTS.

DRAFTS.	F. W. ALLOWANCE	TABULAR FREEBOARD (corrected for flush deck if required)
<u>34' - 5"</u>	Displacement = $\frac{12376}{1485} = 8.33$	Corrected for Coefficient $\frac{.768 + .68}{1.36} = 1.00$
<u>34' - 5 3/4"</u>	Tons per inch = $\frac{12485}{40 \times 41.8} = 7.46$	Correction for Depth ... <u>27.08</u>
<u>7' - 0 1/2"</u>		" Superstructures ... <u>10.41</u>
<u>27' - 5 1/4"</u>		" Sheer ... <u>6.99</u>
<u>27' - 7 3/4"</u>		" Camber ... <u>.09</u>
		" Thickness of deck ...
		" Scantlings, etc. ...
		Summer Freeboard = <u>84.58</u>

FREEBOARD amidships from Centre of Disc to top of Deck Line, <u>Wood</u> , Steel, <u>upper</u> Deck:—	Tropical Fresh Water Line (above center of Disc)	Fresh Water Line	Tropical Line	Winter Line (below " ")	Winter North Atlantic Line
	<u>7'-0 1/2"</u>	<u>6'-5"</u>	<u>7'-0 1/2"</u>	<u>6'-3 1/4"</u>	<u>7'-7 1/4"</u>

And only while engaged in the carriage of coal in bulk between Chesapeake Bay, Va. & Newscot Bay, Me. distance off shore at no time to exceed 100 miles.

Note:—The Rules referred to below are the Load Line Regulations of the United States Department of Commerce (These should be consulted when completing the report.)

Is the poop or raised quarter deck connected with the bridge? No
 Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? Yes
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) Hinged steel W.T. doors
 Has the bridge an efficient steel bulkhead at the fore end? Yes
 Give particulars of the means of closing the openings in this bulkhead Hinged steel W.T. doors (Two)
 Has the bridge an efficient steel bulkhead at the after end? Yes
 Give particulars of the means of closing the openings in this bulkhead Hinged steel W.T. doors (Three)
 Has the forecastle an efficient steel bulkhead at the after end? Yes
 Give particulars of the means of closing the openings in this bulkhead Hinged steel W.T. doors (Two)
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? Yes, but
 If the openings are not so protected, are the exposed parts of the casing efficiently constructed?
 Give thickness of plating, scantlings and spacing of stiffeners
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? Yes

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Fore
Thickness of bulkhead plating	3/8"	7/16"	3/8"	
Scantlings of stiffeners	10" x 3 1/4 x 3/8 Lch	7" x 3 1/2 x 7/16" L5	7" x 3 1/2 x 7/16" L5	7" x
Spacing of stiffeners, and if bracketed	33" T & B	25 1/4" (Aug) T & B	28" T & B	34"
Height of sills of openings above deck	14" above hatch trunk	24 3/4"	18"	

Particulars of weather deck hatchways. (In case of complete superstructure vessels having tonnage openings, give particulars of 2nd deck hatchways, and also of those in bridge space Class 2 appliances, or in open bridges).

Position and Size.	No. 1		No. 2		No. 3		No. 4	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	36		36		36			
Thickness	Sides	9/16	9/16		9/16			
	Ends	9/16	9/16		9/16			
SHIFTING BEAMS OR WEB PLATES.	Number							
	Section and Scantlings							
	Material							
* FORE AND AFTERS.	Number							
	Section and Scantlings							
	Material							
HATCHES Thickness								
Remarks	All steel hatch covers 7/16" plate stiffened by channels L5 L2							

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? Yes (all steel hatch covers)

Are hatchway coamings stiffened in accordance with Rule 9? Yes

Length of bulwarks in wells—forward: 146' 6" feet; aft: 105' 10" feet.

Area of freeing ports required by regulations (Rules 30 and 100) forward: _____ sq. ft.; aft: _____ sq. ft.
 No. Ft. x Ft.

Particulars of freeing ports fitted { forward } = _____ sq. ft. 50% open rails
 on each side of vessel { after } = _____ sq. ft.

Are Rules 23 and 24 complied with as far as practicable? Yes

Are air pipes to tanks in accordance with Rule 25? Yes

Are all scuppers and sanitary discharge pipes in accordance with Rule 27? Yes

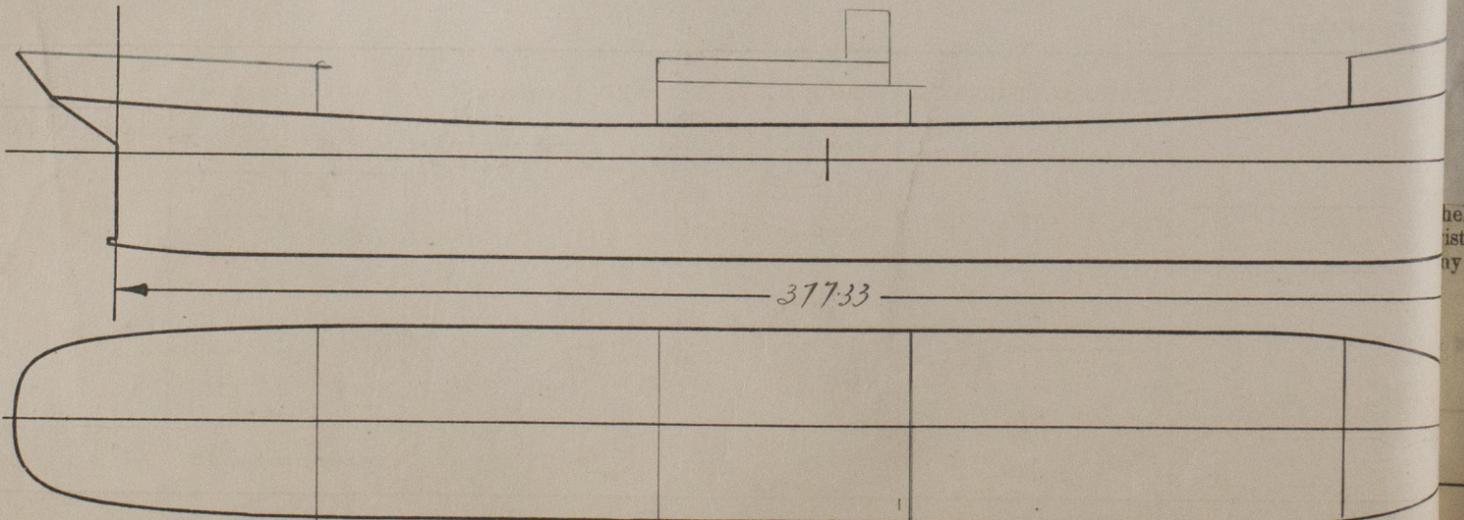
In oil tankers, what is the extent of the fore and aft gangway? Special Type Loop Bridge Are the crew berthed in the forecastle? (Rule 96) Yes

Is the gangway strong and efficiently braced fore and aft? Yes State spacing of supports _____ feet.

In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100) Yes

Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? Yes

If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? Yes



Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any). Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: _____

Fee: \$8000 Expenses (if any) \$200