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Rpt. 11b.

Index No.

(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 *San Francisco Cal.*  
Date of Survey *10th June 1927*  
Name of Surveyor *David Millar*

Ship's Name *WILLIAM A. McKENNEY* Port of Registry *Boston* Official Number *214583* Gross Tonnage *5855* Date of Build *1916* Particulars of Classification *10091*  
Number in Register Book *87162*

Registered dimensions from Ship's Register. LENGTH. *395.0* BREADTH. *55.1* DEPTH. *31.0* UNDER DECK TONNAGE. *5418*

Length on LOADLINE.

*395.0*

Frame Depth Rule

*10*

Ceiling

*7*

Peak Tanks

*A.P. 116*

Sheer

*7.27*

San Francisco

*25.76*

Moulded Depth as measured... *34.6* (AMIDSHIPS)

Addition for Keel below base line for draught record. *2.08* 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..... *395.0*  
Length in Table ..... *414.0*  
Difference ..... *19.0*  
Correction for 10ft., Table A. .... *1.7* Table C. *.8*  
× Difference divided by 10 ..... *3.23* (if required.) *1.52*  
If  $\frac{1}{10}$ ths length covered divide by 2 - *3/4* - *1/2*

## CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... *46*  
Thickness of usual wood deck, less stringer ..... *3 1/2*  
- *13/4*

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *55.0*  
Round of Beam ..... *12"*  
Normal round..... *13 3/4"*  
Difference ..... *1.75* ÷ 2 = *.875*  
Proportion of Deck uncovered (Para. 19) ..... *54*  
+ *1/2*

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

Efficient of fineness..... *.82*

Modification necessary (cell D.B.)

Para. 4 (a) to (e)\*

Efficient as corrected ..... *.80*

Stem..... *84* ÷ 225 ÷ 2 = *61.25* Mean

Sternpost ..... *38.5*

at  $\frac{1}{2}$  of the length from Stem *45* ÷ 65.5 ÷ 2 = *32.75* Mean

Sternpost *20.5*

ual mean Sheer ..... *59.55*

ard mean Sheer [Table, Para. 18] ..... *49.5* Correction

Difference..... *10.05* ÷ 4 = *2.5*

limited as Para. 18 (f) ..... *- 2 1/2*

se in Sheer { At front of bridge house..... ✓  
n amidships {  
ra. 18 (e) { At after end of forecastle .....

all in Sheer { ÷ 2 =

ara. 18 (d) {

th uncovered .....

Correction

## ALLOWANCE FOR DECK ERECTIONS:—

board, Table C..... *(9-7" - 3.3"*

ection for Length, if required (Para. 12, 13, and 14) ..... *6-4*

board by Table A. corrected for sheer, and for length, } *- 1 1/2*

if required (Para. 12, 13, and 14) ..... *6-2 1/2*

rence ..... *9-1 1/4*

entage as below..... *2-10 3/4*

..... *29.2*

ection for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ..... *10.15*

vance for Deck Erections ..... *- 10 1/4*

Length. Length allowed. Height.

castle..... *37* ..... *37* ..... *7.5*

ge House ..... *117* ..... *117* ..... *7.5*

used Qr. Dk..... *27* ..... *27* ..... *7.5*

Total ..... *181* ..... *181* ..... *46*

th of Ship ..... *395*

esponding percentage {  
ara. 11, 12, 13, or 14) *29.2%*

EEBOARD 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 " " " .....

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the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

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 vessels draft at time of survey, and also the usual load draft forward and aft should be reported.

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Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *✓* Bridge House? *yes* Forecastle? *yes*  
 To what height do the Reverse Frames extend? *Bull angle frames*  
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *yes*  
 Give particulars of the means for closing the openings in Bulkhead *N.I. Doors*  
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *✓* Has the Bridge House an efficient Bulkhead at the fore end? *yes*  
 Give particulars of the means for closing the openings in Bulkhead *N.I. Doors*  
 What is the thickness of the Bridge Front plating? *7/16* and Coaming plate? *1/2*  
 Give scantlings and spacing of the Stiffeners *6" x 3 3/4" spaced 27" (with center 25" apart)*  
 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? *N.I. 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? *Covered by a bridge house*  
 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 *1/4 plate. 4 x 3 x 3/8 angle stiffeners spaced 24" apart*  
 What is the height of the exposed Casings? *8'6"* 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*

Position and Size.	No 1 Fore 27'0" x 18'0"		No 3 Fore 27'0" x 18'0"		No 3 St 18'0" x 15'9"		No 4 After 27'0" x 18'0"		No 5 After 27'0"	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.										
Height above top of DECK	41		41		30		41		41	
Thickness { Sides.....	.50		.50		.43		.50		.50	
Ends.....	.50		.50		.43		.50		.50	
SHIFTING BEAMS OR WEB PLATES.										
Number.....	5		5		3		5		5	
Section and Scantlings.....	4 x 3 3/8 x 3/8		same		same		same		same	
Material.....	steel		steel		steel		steel		steel	
* FORE AND AFTERS.										
Number.....	+ N.Y.K. letter. 25/7/27									
Section and Scantlings.....	✓		✓		✓		✓		✓	
Material.....										
HATCHES Thickness.....	3"		3"		3"		3"		3"	
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 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 = Sq. ft.

Ft. Tenths. Ft. Tenths. No.

x x  
 x x

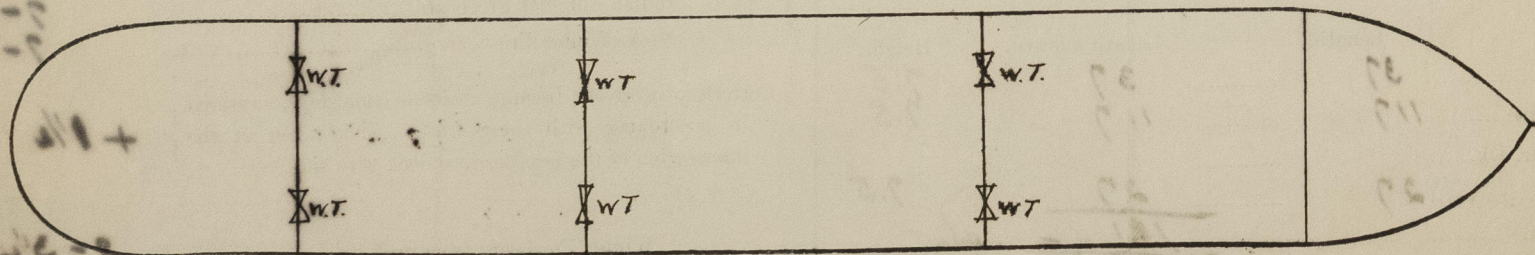
Freeing Ports (each side of vessel) =

Sq. ft.

Total deficiency or excess =

Sq. ft.

*There are no openings through the vessels sides or side-light which would affect the position of the centre of the disc.*



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

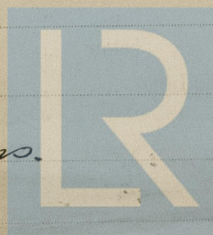
*This is a sister vessel to the "A.L. Keat"*

Owners *Mystic S.S. Co*

Address *111 Devonshire Street, Boston, Mass.*

Fee *\$ 80.00*

Received by me



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