

NWC  
24/6/32

NEWCASTLE-ON-TYNE

Rept to: 75234

Index No. 30407  
(For London Office only.)Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

THU 16 FEB. 1922

ARTICLES 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 14<sup>th</sup> Feb. 1922

Name of Surveyor G. Brown

Ship's Name  
BRITISH GENERAL  
Palmers Co N° 926  
Number in Register Book 36513Port of Registry  
and Nationality.  
LONDON  
U.K.Official  
Number.  
146610Gross  
Tonnage.  
6985.13Date of Build.  
1921

Particulars of Classification.

+100A1 carrying pet. m bulk  
(Contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	440.2	57.1	33.8	6472.48
Length on LOADLINE.	439	Frame Depth 5" Rule " 9" Ludo aft 8" Rule " 8.5" Rule " 7.5" No sparling + 33	Ceiling + 20 Sheer + 30	Peak Tanks deep floor 86 m. B. oil fuel 12 m. deep tank 12 m. fuel tank 26
CORRECTED DIMENSIONS.	439	57.578	34.567	6596

Co-efficient of fineness.....

.76

Any modification necessary  
[Para. 4 (a) to (e)]\*

Co-efficient as corrected .....

.76

Sheer { Stem..... 108 }  
at { Sternpost ... 48 }  
 $156 \div 2 = 78$  Mean

78.18

53.90

36/24.28

Sheer at  $\frac{1}{8}$  of the length from { Stem 59.5 }  
{ Sternpost 26.5 }  
 $86 \div 2 = 43$  Mean

67

78.78

Gradual mean Sheer .....

78.09

Standard mean Sheer [Table, Para. 18] .....

54.39

Correction

Difference.....

24.19

 $\div 4 =$ 

6.05

§ If limited as Para. 18 (f) .....

-6"

Rise in Sheer { At front of bridge house.....  
from amidships { Para. 18 (e) }  
{ At after end of forecastle .....Fall in Sheer {  
Para. 18 (d) }  
 $\div 2 =$ 

Length uncovered .....

Correction

## ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	5'-11½"
Correction for Length, if required (Para. 12, 13, and 14) .....	+2¾"
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) .....	6'-2¾"
Difference .....	9'-1"
Percentage as below.....	28.22%

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

Allowance for Deck Erections .....

	Length.	Length allowed.	Height.
Forecastle.....	50.75	50.75	8'-0"
Bridge House .....	32.0	32.0	8'-0"
Raised Qr. Dk.....			
Poop.....	113.0	113.0	8'-0"
Total .....		195.75	
Length of Ship .....	439		
Corresponding percentage (Para. 11, 12, 13, or 14) .....		28.22%	

FREEBOARD 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	"	...

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 amid-  
ships the height of the R.Q.D. is to be taken from the level of the top of the mainship beam.  
In vessels having a raised quarter deck and forecastle, it means the sheer measured at the stem and stern  
heights in the vessel's length from stem and stern-post.

Moulded Depth as measured..... 33'-11"

Addition for Keel below base line  
for draught record..... 2½ 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.....	439
Length in Table .....	407
Difference .....	32
Correction for 10ft., Table A. ....	1.7
× Difference divided by 10 .....	5.344 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 .....	+5½

Table C. .8

2.56

+2¾½

## CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered .....	.446
Thickness of usual wood deck, less stringer .....	3½

-1½

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	56
Round of Beam .....	14
Normal round.....	14
Difference .....	-
Proportion of Deck uncovered (Para. 19) .....	-

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

Freeboard, Table A .....	9'-1½"
Correction for Sheer .....	-6
Correction for Length .....	8'-7½"
Allowance for Deck Erections .....	+5½"
Correction for Round of Beam.....	9'-1"
Correction for fall in Sheer (if any).....	-9¾ 10"
Correction for Iron Deck (if required) .....	8'-3¾"
Additions for non-compliance with provisions of Para. 11 (d) and (e)† .....	-1½
Other Corrections (if any) .....	8'-1¾½"

Winter Freeboard .....	8'-1¾½"
Summer Freeboard .....	7'-7¾½"
Indian Summer Freeboard .....	7'-1¾"
N. A. Winter Freeboard .....	✓

Correction necessary because clearside amidships, measured  
in accordance with the Statute is not taken at the  
intersection of the wood or iron deck with side.

Winter Freeboard from deck line .....	8'-3¾½"
Summer " " " " .....	7'-9¾"
Indian Summer " " " " .....	7'-3¾ 2¾"
N. A. Winter " " " " .....	-

Winter Freeboard from deck line .....	7'-9"
Summer " " " " .....	6½"
Indian Summer " " " " .....	6
N. A. Winter " " " " .....	6

† 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 normal load draft forward and aft, should be reported.FW = 14220 = 7.25  
SW = 52.54 = 4.0 7/2"Lloyd's Register  
MAKING REPORT  
23-2-22

W346-0131



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? *deep frames at ends, long frames in oil*  
 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 *Storm boards in riveted channels*  
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *yes*  
 Give particulars of the means for closing the openings in Bulkhead *W.T. hinged steel door*  
 What is the thickness of the Bridge Front plating? *.44* and Coaming plate? *.44*  
 Give scantlings and spacing of the Stiffeners *7 x 3 1/2 x .44 angles, 30"; poop front plating .40 stiffeners 8 1/2 x 3 1/2 x .64 BA 30" apart*  
 Are bracket plates fitted at each end of the Stiffeners? *bottom in bridge both ends in poop* 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? *2. W.T. hinged doors, + one opening with storm boards in riveted channels*  
 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 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 - as approved.*

Position and Size.		No. 1 upper deck, for 924/3									
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	2'-6"	2'-6"								
	Sides.....	.44	.44								
	Ends.....	.44	.44								
SHIFTING BEAMS OR WEB PLATES.	Number.....	one	one								
	Section and scantlings.....	11" 12" x 30	12 x 30								
	Material.....	11L 3x3 x .40	3x3 x .40								
* FORE AND AFTERS.	Number.....										
	Section and scantlings.....										
	Material.....										
HATCHES Thickness.....		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?

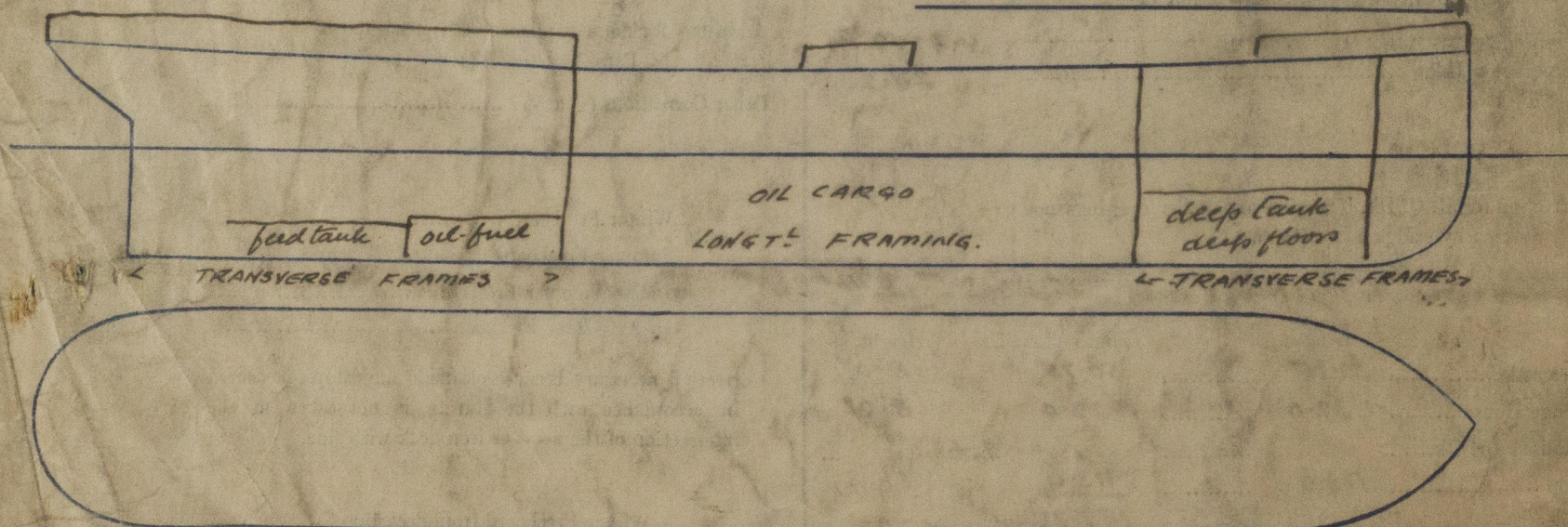
Delete the words } The Crew are, are not, berthed in the bridge house.  
 that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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.	} Freeing Ports (each side of vessel) =	Sq. ft.
	x		x			
	x		x			

Total deficiency or excess = 2' 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

*Vessel is a motor vessel to "British Manner"*

*Same builders No 924, "British Corporal" 923 Reports 74975 + 75035.*

*Copies of app'd plans are in London office*

Owners *British Tanker Co. Ltd*

Address

Estimated Fee £ *13* 0 0

Received by me



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