

Rpt. 11b

NEWCASTLE-ON-TYNE Rept No: 75969

Index No. 297468
(For London Office only.)

WFO 27SEP. 1922

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 25th Sept 1922
Name of Surveyor G. H. BrownShip's Name "BRITISH PREMIER"
Palmer's Co's No 925
Number in Register Book 55286
Port of Registry London
Official Number 146684
Gross Tonnage
Date of Build 1922
Particulars of Classification + 100 A1 Carrying petroleum in bulk (contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	400.6	54.25	32.7	5394.61
Length on LOADLINE.	399.3	Frame Depth $4\frac{1}{2}$ Rule " $6\frac{1}{2}$ " 3 " 50 " 33 "	Ceiling + 20 Sheer + 89	Peak Tanks 4 " 113 "
CORRECTED DIMENSIONS.	399.3	54.08	33.79	5507.61

Moulded Depth as measured..... 33'-0"
Addition for Keel below base line for draught record..... 2'-2" 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.....	399.3
Length in Table	396.0
Difference	3.3
Correction for 10ft., Table A.	1.6
× Difference divided by 1053
If $\frac{1}{10}$ ths length covered divide by 2	+ $\frac{1}{2}$ "

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered472
Thickness of usual wood deck, less stringer	1.2

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	52'-9"
Round of Beam	134
Normal round.....	134
Difference	-
Proportion of Deck uncovered (Para. 19)	-

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

Coefficient of fineness..... .76
Any modification necessary { + .01 for bottom length
[Para. 4 (a) to (e)] *
Coefficient as corrected77

Sheer { Stem..... $9\frac{1}{2}$ " $13\frac{1}{2}$ " $\div 2 = 80.25$... Mean 49.93	
at { Sternpost ... $4\frac{3}{4}$ " 45.0	
Sheer at $\frac{1}{2}$ of the length from { Stem $5\frac{1}{2}$ " $7\frac{1}{2}$ " $\div 2 = 3\frac{1}{2}$... Mean 81.82	
Gradual mean Sheer	81.82
Standard mean Sheer [Table, Para. 18]	49.93
Difference.....	31.1
÷ 4 =	7.8
If limited as Para. 18 (f)	- $7\frac{3}{4}$ "

Rise in Sheer { At front of bridge house.....
from amidships {
[Para. 18 (e)] { At after end of forecastleFall in Sheer {
Para. 18 (d) {
Length uncovered
Correction

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....	5'-7 $\frac{3}{4}$ "
Correction for Length, if required (Para. 12, 13, and 14)	+ $\frac{1}{4}$ "
Freeboard by Table A, corrected for sheer, and for length, { if required (Para. 12, 13, and 14) {	8'-3 $\frac{1}{2}$ "
Difference	2'-7 $\frac{1}{2}$ "
Percentage as below.....	30.04%

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.....	49.5	49.5	8'-0"
Bridge House	32.0	32.0	8'-0"
† Raised Qr. Dk.....	107.2	107.2	8'-0"
Poop.....	188.7	188.7	8'-0"
Total	399.3	399.3	44.2
Length of Ship			
Corresponding percentage { (Para. 12, 13, or 14) {		30.04%	

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	"	"

Winter Freeboard	7'-3 $\frac{3}{4}$ "
Summer Freeboard	6'-9 $\frac{3}{4}$ "
Indian Summer Freeboard	6'-3 $\frac{3}{4}$ "
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.	13 $\frac{1}{4}$ "

Winter Freeboard from deck line	7'-5 $\frac{1}{2}$ "
Summer " " "	6'-11 $\frac{1}{2}$ "
Indian Summer " " "	6'-5 $\frac{1}{2}$ "
N. A. Winter " " "	

† 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 statutory 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.

MARKING REPORT

20-10-22

Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *✓* Bridge House? *yes* Forecastle? *yes* 11b.

To what height do the Reverse Frames extend? *deep frames at ends, long frames in oil spaces*

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 *2 openings, closed by storm bands in riveted channels, full*

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 *one steel 1 1/2" door hinged ✓*

What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*

Give scantlings and spacing of the Stiffeners *7 x 3 1/2 x .40 angles, 30" spacing*

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? *2 Wt down, steel, hinges, + one opening closed by storm bands in riveted channels, full*

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 (all except No. 1 are oil tight hatchways as per spec)*

Position and Size.		No 1 for 8'10" x 12'0"									
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									
	Section and Scantlings	12 x 30									
	Material	AL 3 x 3 x 40									
* FORE AND AFTERS.	Number	none									
	Section and Scantlings										
	Material										
HATCHES Thickness		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?

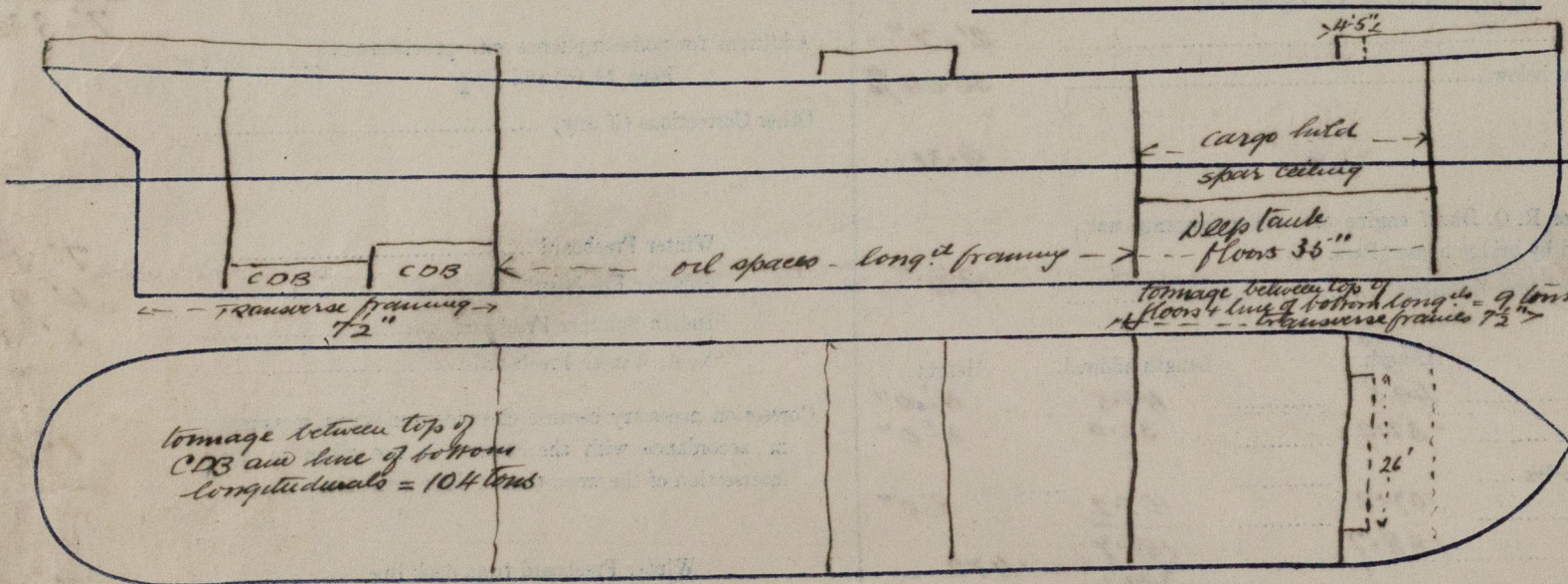
Delete the words { The Crew are, are not, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

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

Ft. Tenth.	Ft. Tenth.	No.	Freeing Ports (each side of vessel)	=	Sq. ft.
x	x				
x	x				

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 *Vessel built in accordance with app'd plans*
Copies in London office. Vessel is a sister to "British Sergeant" Nave 75589

Owners

British Tanker Co. Ltd

Address

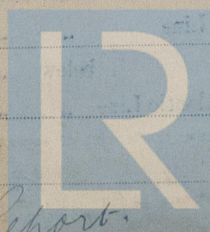
London.

Estimated

Fee £ 12

Received by me

See L. G. Report.



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