

PROVISIONAL

NEWCASTLE-ON-TYNE
TUE. NOV. 29 1920

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29468

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 Newcastle
Date of Survey 29 Oct 1920
Name of Surveyor Ed Brown

Ship's Name Palmer SB+I. Co. N° 925
Port of Registry and Nationality 931, 935 + 937
Official Number
Gross Tonnage
Date of Build
Particulars of Classification +100 A1 carrying petrol in bulk Contemplated

REGISTERED DIMENSIONS FROM THIS REGISTER.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>400'</u>	<u>53.75'</u>	<u>33'-0"</u>	
LENGTH ON LOADLINE.		Frame Depth Rule	Ceiling Sheer	Peak Tanks

Moulded Depth as measured designed 33'-0"

NOTE.— If the depth is measured when vessel is afloat, the details of measurement should be reported.

Addition for Keel below base line for draught record.....inches.

Efficient of fineness..... Block Coeff. at Load draft .774
Modification necessary { 4 (a) to (e) }
Correction as corrected Say .80 tonnage provisionally

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>400'</u>	
Length in Table	<u>396</u>	
Difference	<u>4'</u>	
Correction for 10ft., Table A.	<u>1.6</u>	Table C. <u>.8</u>
× Difference divided by 10	<u>.64</u>	(if required.) <u>.32</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>+ 3/4</u>	<u>+ 1/4</u>

Stem..... 9'-0"
Sternpost ... 4'-0"
 $13-0 \div 2 = 78$... Mean
Mean Sheer To be gradual 78
Standard mean Sheer [Table, Para. 18] 50
Difference..... 28 $\div 4 = -7$
Correction

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered 465
Thickness of usual wood deck, less stringer 3 1/2
Complete steel deck unsheathed. -1 1/2

Mean Sheer { At front of bridge house.....
amidships {
Para. 18 (e) } At after end of forecastle

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....
Round of Beam 13 3/4"
Normal round..... 13 3/4"
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19)

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	<u>5 .. 8 1/2</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 1/4</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>8 .. 5 1/4</u>
Difference	<u>2 .. 8 1/2</u>
Percentage as below.....	<u>29.55%</u>
	<u>9.60</u>

Freeboard, Table A 8 .. 11 1/2
Correction for Sheer -7
8 .. 4 1/2
Correction for Length + 3/4
8 .. 5 1/4
Allowance for Deck Erections - 9 1/2
7 .. 7 3/4
Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
Correction for Iron Deck (if required) -1 1/2
7 .. 6 1/4
Additions for non-compliance with provisions of Para. 11 (d) and (e) † }
Other Corrections (if any)

	Length.	Length allowed.	Height.
Bridge House.....	<u>47.3'</u>	<u>47.3</u>	<u>8'-0"</u>
Raised Q. Dk.....	<u>31.4'</u>	<u>31.7</u>	<u>7'-6"</u>
Other.....	<u>107.3'</u>	<u>107.3</u>	<u>8'-0"</u>
Total		<u>186.3</u>	
		<u>400</u>	<u>= .465</u>

Winter Freeboard	<u>7 .. 6 1/4</u>
Summer Freeboard	<u>7 .. 5 1/4</u>
Indian Summer Freeboard	<u>6 .. 6 1/4</u>
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.	<u>3/4</u>
Winter Freeboard from deck line	<u>7 .. 8</u>
Summer " " " "	<u>7 .. 2</u>
Indian Summer " " " "	<u>6 .. 8</u>
N. A. Winter " " " "	

Freeboard recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Iron) Deck :—

Fresh Water Line above centre of Disc	<u>3 .. 11 .. 20</u>
Indian Summer Line " " " "	<u>6</u>
Winter Line below " " " "	<u>6</u>
Winter North Atlantic Line " " " "	<u>2</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<u>9 1/2</u>
Allowance for Deck Erections	<u>9 1/2</u>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<u>9 1/2</u>
Correction for Deck Erections	<u>9 1/2</u>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<u>9 1/2</u>
Correction for Deck Erections	<u>9 1/2</u>

† 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 vessel's draft at time of survey, and also the usual load draft forward and aft should be reported.

RETAIN

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