

Lloyd's Register of Shipping.

TUE. MAR. 19 1918.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

25686

VERIFICATION REPORT A TYPE CONVERTED OILER.

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 SUNDERLAND
Date of Survey 15th March 1918.
Name of Surveyor A. Pickworth

ex
"HUMILITAS"
B.T. Chas. Wager
ex. WAR WAGER
J. L. THOMPSONS No 530
Number in Register Book

Port of Registry and Nationality. LONDON Chas 142401
Official Number. 142401
Gross Tonnage. 5175
Date of Build. 1918
Particulars of Classification. 100A-1. Contemplated.
BRITISH

Registered dimensions from Ship's Register.	LENGTH. <u>400.3</u>	BREADTH. <u>52.3</u>	DEPTH. <u>28.45</u>	UNDER DECK TONNAGE. <u>4767.60</u>
Length on LOADLINE.	<u>399.5</u>	Frame Depth $11\frac{1}{2}$ Rule " $\frac{6}{5\frac{1}{2}}$	Ceiling + .20 Sheer + 1.16	Peak Tanks } INCL
CORRECTED DIMENSIONS.	<u>399.5</u>	<u>51.71</u>	<u>29.81</u>	<u>4767.60</u>

Moulded Depth as measured..... 31.0
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.....	<u>399.5</u>
Length in Table	<u>372.0</u>
Difference	<u>27.5</u>
Correction for 10ft., Table A.	<u>1.6</u> Table C. <u>.8</u>
× Difference divided by 10	<u>4.4</u> (if required.) <u>2.2</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>+ 4.2</u> ✓ <u>+ 2.4</u> ✓

Co-efficient of fineness..... .774
Any modification necessary }
[Para. 4 (a) to (e)]* } .02 CELL D.B.
Co-efficient as corrected75 ✓

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered	<u>.3</u>
Thickness of usual wood deck, less stringer	<u>3.2</u> <u>- 1.34</u> ✓

Sheer { Stem..... 120 } 180 ÷ 2 = 90 ...Mean
at { Sternpost ... 60 } $\frac{50.5}{.55} = 91.8$
Sheer at $\frac{1}{8}$ of the length from { Stem 69 } 101 ÷ 2 = 50.5...Mean
{ Sternpost 34 }
Gradual mean Sheer $\frac{90+91.8}{2} = 90.9$
Standard mean Sheer [Table, Para. 18] 49.95 Correction
Difference..... 40.95 ÷ 4 = 10.24
§ If limited as Para. 18 (f)..... - 10.24 ✓

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>52.0</u>
Round of Beam	<u>13</u> "
Normal round.....	<u>13</u> "
Difference	✓ ÷ 2 = ✓
Proportion of Deck uncovered (Para. 19)	✓

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

Rise in Sheer { At front of bridge house..... ✓
from amidships }
[Para. 18 (e)] { At after end of forecastle ✓
Fall in Sheer }
Para. 18 (d) } ÷ 2 = ✓
Length uncovered Correction

Freeboard, Table A	<u>7' - 10 1/2"</u> ✓
Correction for Sheer	<u>- 10 1/4"</u>
Correction for Length	<u>7' - 0 1/4"</u> ✓
Allowance for Deck Erections	<u>+ 4 1/2"</u> ✓
Correction for Round of Beam.....	<u>7' - 4 3/4"</u> ✓
Correction for fall in Sheer (if any).....	<u>- 9 1/2"</u>
Correction for Iron Deck (if required)	<u>6' - 7 1/4"</u> ✓

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	<u>4 - 9</u> ✓
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 2 1/4</u>
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>4 - 11 1/4</u> ✓
Difference	<u>7 - 4 3/4</u> ✓
Percentage as below.....	<u>2 - 5 1/2</u> ✓
	<u>32.34</u> ✓
	<u>9.55 = 9 1/2"</u> ✓

Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any).....	✓
Correction for Iron Deck (if required)	✓
Additions for non-compliance with provisions of } Para. 11 (d) and (e) † }	✓
Other Corrections (if any)	✓

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

Winter Freeboard	<u>6' - 5 1/2"</u> ✓
Summer Freeboard	<u>6' - 0"</u> ✓
Indian Summer Freeboard	<u>5' - 6 1/2"</u> ✓
N. A. Winter Freeboard	

	Length.	Length allowed.	Height.
Forecastle.....	<u>38.75</u> + 12" OVERHANG	<u>39.75</u> ✓	<u>8' 0"</u>
Bridge House	<u>112.66</u>	<u>112.66</u> ✓	<u>8' 0"</u>
† Raised Qr. Dk.....	✓
Poop.....	<u>49.25</u>	<u>49.25</u> ✓	<u>8' 0"</u>
Total			
Length of Ship	<u>200.66</u>	<u>201.66</u> ✓	<u>= .5047</u> ✓
Corresponding percentage (Para. 11, 12, 13, or 14) }	<u>32.34</u> ✓		

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. + 1 3/4"
Winter Freeboard from deck line 6 - 7 1/2" ✓
Summer " " " " 6' - 1 3/4" ✓
Indian Summer " " " " 5' - 8 1/4" ✓
N. A. Winter " " " "

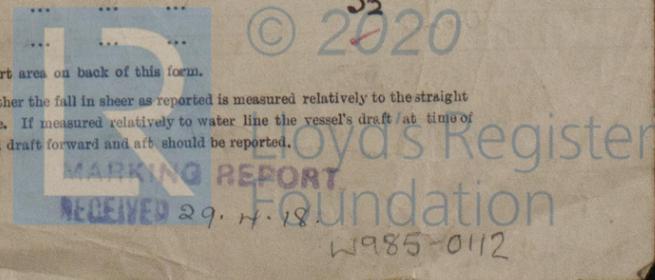
FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Iron) Deck :—

20.3.18	Fresh Water Line	above centre of Disc
	Indian Summer Line	" " " "
	Winter Line	below " " "
	Winter North Atlantic Line	" " " "

.....	<u>6 - 1 1/2</u> ✓
.....	<u>7</u> ✓
.....	<u>5 1/2</u> ✓
.....	<u>5 1/2</u> ✓

† 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 amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one eighth of the vessel's length from stem and sternpost.

† 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.



Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *yes* Bridge House? *Alternate* Forecastle? *yes*
 To what height do the Reverse Frames extend? *upper deck*
 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 fitted full height 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 *Bolted and linged watertight doors*
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*
 Give scantlings and spacing of the Stiffeners *9 x 3 1/2 x .56 Bulb Angles 2'-7" 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? *Storm boards fitted full height in riveted channels.*
 Is the Forecastle at least as high as the main or top-gallant rail? *8'-0"* 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? *By Bridge*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *yes*
 Give thickness of plating; scantlings and spacing of Stiffeners
 What is the height of the exposed Casings? *4'-0" & 7'-6" E.R.* 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 FWD 32'-6" x 26'-0"		No 2 34'-8" x 26'-0"		No 3 34'-8" x 26'-0"		No 4 30'-4" x 26'-0"		Ship.	Rule.	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.			
COAMING. Height above top of DECK	32	30	30	30	30	30	30	30			
Thickness	Sides.....	.44	.44	.44	.44	.44	.44	.44			
	Ends.....	.44	.44	.44	.44	.44	.44	.44			
SHIFTING BEAMS OR WEB PLATES.	Number	← NOS 1-2-3 & FORWARD HALF OF NO 4 ARE PLATED OVER						4			
	Section and Scantlings	BEAMS 6" x 3" x .40 BULB ANGLES 26" APART						PLATE 24 & 14 x .38 ANGLES 6 x 3 1/2 x .46	AFTER PORTION OF NO 4		
	Material	WITH BEAM KNEES TO SIDE COAMINGS.									
* FORE AND AFTERS.	Number	CENTRE LINE BULKHEAD									
HATCHES Thickness	Section and Scantlings										
	Material										
Remarks.....	3"										

* 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.)

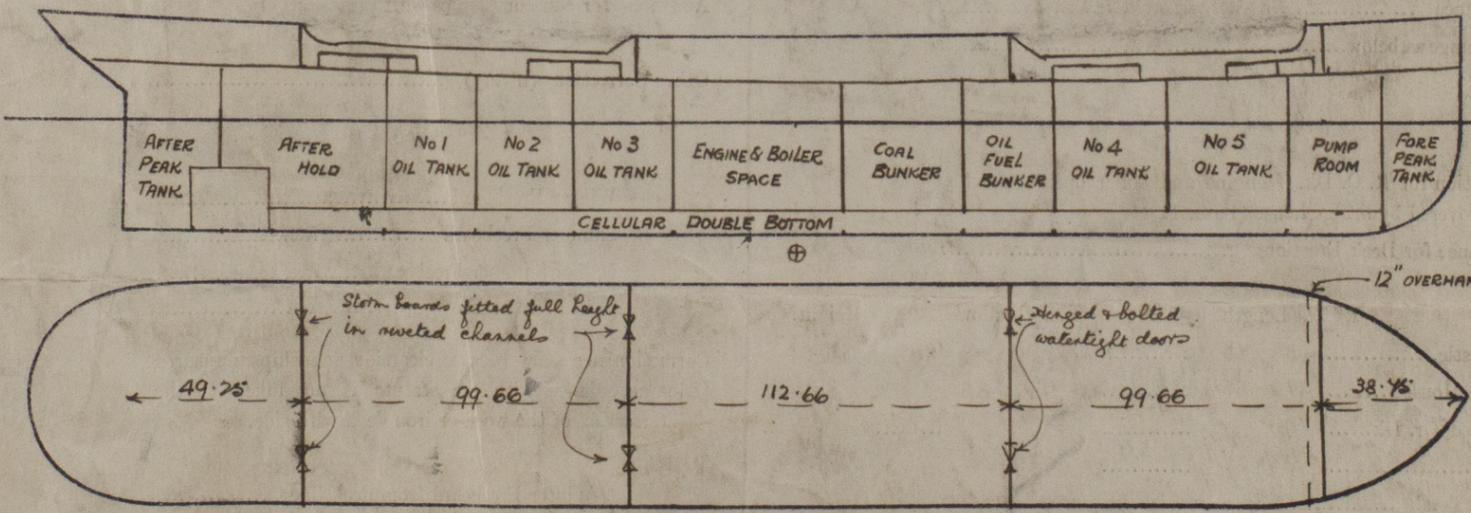
The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.
 What is the thickness of the Bridge Sheerstrake? *Strake between Main and Bridge Sheerstrakes?*

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			
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. *This vessel is a standard ship - Type A, converted to an Oiler - and has been constructed in accordance with the approved plans. A request form and Scale of displacement & tons per inch are forwarded herewith.*

Owners
 Address
 Rec'd £ 7 : 7 : 0

Received by me 10-5-15 13-5-15

