

Register of Shipping.

FORMS FOR FREEBOARD. STEAM SHIPS.

APPLYING TO ALL STEAM SHIPS, EITHER FLUSH DECKED, OR WITH FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Hongkong*
Date of Survey *Whilst building*
Name of Surveyor *E. P. Ryl.*

Ship's Name. *POWER PETROL*
Port of Registry and Nationality. *Rochester British*
Official Number. *160692*
Gross Tonnage. *✓*
Date of Build. *1928.*
Particulars of Classification. *100 A1. Carrying Petroleum in Bulk Contemplated.*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>150.2.</i>	<i>27.6</i>	<i>10.2.</i>	<i>300.19.</i>
Length on LOADLINE.	<i>150.2.</i>	Frame Depth <i>4</i> Rule <i>3</i> <i>× 2 = - .14</i> <i>No sparring</i> <i>+ .33</i>	Ceiling <i>+ .20</i> Sheer <i>- .11</i>	Peak <i>✓</i> Tanks <i>✓</i>
CORRECTED DIMENSIONS.	<i>150.2</i>	<i>27.76</i>	<i>10.29</i>	<i>300.19</i>

Co-efficient of fineness..... *.40* ✓
Any modification necessary }
[Para. 4 (a) to (e)]* }
Co-efficient as corrected *.40* ✓

Sheer { Stem..... *43* } *67* ÷ 2 = *33½* Mean
at { Sternpost ... *24* }
Sheer at $\frac{1}{8}$ of the length from { Stem *14* } *23* ÷ 2 = *11½* Mean
{ Sternpost *9* }
Gradual mean Sheer *20.91* ÷ .55 = *20.91*
Standard mean Sheer [Table, Para. 18] *25.02* Correction
Difference..... *4.11* ÷ 4 = *1.02*
§ If limited as Para. 18 (f) *+ 1"* ✓

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *0 - 2¼"* ✓
Correction for Length, if required (Para. 12, 13, and 14) *+ 1*
Freeboard by Table A, corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) } *0 - 3¼"*
Difference *1 - 8½"*
Percentage as below..... *36.16%*
6.24

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections *- 6¼"* ✓

	Length.	Length allowed.	Height.
Forecastle.....	<i>22.25 + 5.40</i>	<i>23.40</i>	<i>7.5'</i>
Bridge House.....	<i>83.5 × 12.0 × 2.25 × 8 × 12.19</i>	<i>27.5 × 2.69</i>	<i>2.5'</i>
Poop.....	<i>47.25</i>	<i>47.25</i>	<i>7.5'</i>
Total		<i>8284</i>	<i>.552</i>
Length of Ship		<i>150.2</i>	

Corresponding percentage {
(Para. 11, 12, 13, or 14) } *36.16%* ✓

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

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

Moulded Depth as measured..... *10.75'*
10 - 9
Addition for Keel below base line for draught record..... inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... *150.2.* ✓
Length in Table *129.0*
Difference *21.2*
Correction for 10ft., Table A. *.9* Table C. *.5*
× Difference divided by 10 *1.908* (if required.) *1.06*
If $\frac{1}{10}$ ths length covered divide by 2 *+ 2"* ✓ *+ 1"* ✓

P + 10 = .470 Trunk = .242 Total .712
CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer *3'* ✓ *- 3"*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *27.5.*
Round of Beam *7*
Normal round..... *6.875*
Difference *.125* ÷ 2 = *.06*
Proportion of Deck uncovered (Para. 19) ✓

Freeboard, Table A *1 - 5½"*
Correction for Sheer *+ 1*
Correction for Length *1 - 6½"*
Allowance for Deck Erections *1 - 8½"*
Correction for Round of Beam..... *- 6¼"*
Correction for fall in Sheer (if any).....
Correction for Steel Deck (if required) *- 3*
Additions for non-compliance with provisions of Para. 11 (d) and (e) †
Other Corrections (if any)

Winter Freeboard *0 - 11¼"*
Summer Freeboard *0 - 9¾"*
Indian Summer Freeboard
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 steel deck with side.

Winter Freeboard from deck line *1 - 0½"*
Summer " " " *0 - 11*
Indian Summer " " "
N.A. Winter " " "

Winter Freeboard from deck line *0 - 11 2½"*

† 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.

MARKING FORM
RECEIVED
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the top height in the Poop? *Yes* Raised Quarter Deck? *Yes*
 Reverse Frames extend? *Yes*
 Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes*
 Particulars of the means for closing the openings in Bulkhead
 Poop or Raised Quarter Deck connected with the Bridge House? *Yes* Has the Bridge House an efficient Bulkhead at the
 Give particulars of the means for closing the openings in Bulkhead *No openings*
 What is the thickness of the Bridge Front plating? *30* and Coaming plate? *34*
 Give scantlings and spacing of the Stiffeners *6 x 3 x 34 O.R. about 2'6" 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?
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes* Has the Forecastle an efficient *Steel* 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? *Yes*
 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 *24. 3 x 2 1/2 x 26 28" apart*
 What is the height of the exposed Casings? *2'6"* 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:— *No approved*

Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
COAMING	Height above top of DECK																
	Thickness																
	Sides.....																
	Ends.....																
SHIFTING BEAMS OR WEB PLATES	Number																
	Section and Scantlings																
	Material																
* FORE AND AFTERS	Number																
	Section and Scantlings																
	Material																
HATCHES Thickness																	
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? *Yes* Strake between Main and Bridge Sheerstrakes? *Yes*

Delete the words { The Crew ~~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~~, satisfactory.

Length of Bulwarks in well

80' 2"

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

Sq. ft.

Ft. Tenths. Ft. Tenths. No.

x

x

Freeing Ports (each side of vessel) =

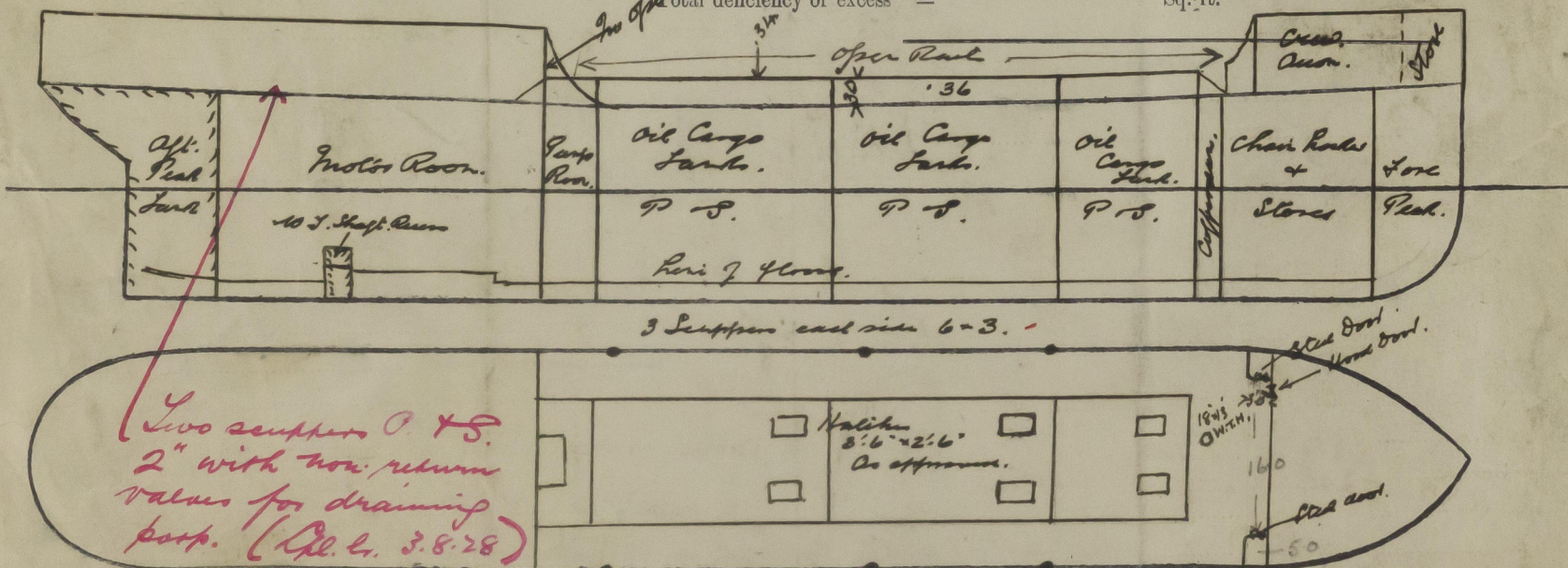
Sq. ft.

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

Built to Carry Petroleum & Bulk.

Builder's name and yard number

J. J. Abdele & Mitchell (1925) Ltd.

Names of sister vessels

Owners

Midway Oil & Storage Co

Address

Gran Hall, Isle of Grain, Kent.

Fee £

2 : 15 : 0

Received by me

See F.B. Report



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