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L. V. STANFORD
Lloyd's Register of Shipping
 SURVEYS FOR FREEBOARD - STEAMERS
 (Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

New York Office Index No. 60
 Port of Survey Mobile Alabama
 Date of Survey 4th Feb. 1931
 Name of Surveyor H. G. House

Ship's Name <i>SS "Albert E. Watts"</i>	Port of Registry and Nationality <i>New York U.S.A.</i>	Official Number <i>221038</i>	Gross Tonnage <i>7138</i>	Date of Build <i>1921-2</i>	Particulars of Classification <i>+100 A1. Carrying petroleum in bulk</i>
Number in Register Book. <i>63489</i>		Builder <i>Bethlehem S.P. (Hawley)</i>		Hull No. <i>3474</i>	
Owner <i>Amclair Mar. Co.</i>					
Moulded dimensions <i>430.0</i> × <i>59.0</i> × <i>33.25</i> (85% = <i>28.26</i>)					
Moulded displacement at a moulded draught of 85 per cent. of moulded depth. <i>16,625 tons</i>					
Coefficient of fineness for use with tables. <i>.812</i>					

DEPTH FOR FREEBOARD.	CORRECTION FOR DEPTH.	CAMBER
Moulded depth ... <i>33.25</i>	(a) When D is greater than $\frac{L}{15}$ $(D - \frac{L}{15}) \times R = (33.30 - 28.67) \times 3 = +13.89$	Standard $\frac{59 \times 12}{50} = \dots$ <i>14.16</i>
Stringer plate ... <i>.64"</i>	(b) When D is less than $\frac{L}{15}$ (if allowed). $(\frac{L}{15} - D) \times R = \dots$	Ship ... <i>15.00</i>
Sheathing in wells } $T(\frac{L-S}{L}) =$	If restricted by height of superstructures	Difference ... <i>.84</i>
Depth D = ... <i>33.30</i>		Restricted to ... <i>✓</i>
		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{.84 \times 546}{4} = \dots$

SUPERSTRUCTURES.					
	Mean Covered Length S	Effective Length S ₁ (Uncorrected for Height)	Height	Correction for Height	Effective Length
Poop enclosed	134.00	134.00	7.75	✓	134.00
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	36.46	36.46	7.75	✓	36.46
" overhang aft					
" overhang forward					
F'cle enclosed	40.38	24.58	7.75	✓	24.58
" overhang					
Trunks forward					
" aft					
Tonnage opening					
TOTAL =	210.84	195.04			195.04

Sheer forward

-	1	-
-	4	-
2.5	2	5.0
33.0	4	132.0
121.12	1	121.12
		258.12

Standard Sheer forward

-	1	-
6.62	4	26.48
26.5	2	53.00
59.62	4	238.48
106.0	1	106.00
		423.96

Length of ship (L) = *430*
 % Covered = *49.03%*
 Corresponding %, corrected for absence of fore-castle if required } *A = Tanker*
 Allowance ... = *42.0* × *.3635*
 Correction for Bridge less than 2 L if required } *Tanker does not apply*
 = *-15.27*

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	60.375	53.0	60.37	1	60.37
2	17.75	29.81	17.75	4	71.00
3	1.5	13.25	1.5	2	3.00
4	-	3.31	-	4	-
5	-	6.62	-	2	-
6	-	2.5	-	4	10.00
7	2.5	26.5	2.5	2	5.00
8	33.0	59.62	33.0	4	132.00
F.P. 9	121.125	106.0	121.12	1	121.12

No sheer for 173 feet amidships

If excess sheer forward and deficient sheer aft:-
 $\frac{\text{Actual sheer aft}}{\text{Standard sheer aft}} =$
 $\frac{\text{Actual sheer forward}}{\text{Standard sheer forward}} = \frac{258.12}{423.96} = 60.88\%$
∴ allow 60.88% of open Fx.

Length of enclosed superstructure L
 Forward of amidships = *✓*
 Aft of amidships = *✓*

Mean effective sheer ... = *16.35*
 Standard sheer .05 L + 5 = *26.50*
 Difference (Df) ... = *10.15*
 Allowance = $Df \times (\frac{S}{2L}) = 10.15 \times (\frac{.75}{2 \times 430}) = 5.12$
 If limited on account of amidship superstructure ... = *✓*
 If limited on account of excess sheer (1 1/2 in. per 100 ft.) ... = *✓*

DRAFTS.	F. W. ALLOWANCE	TABULAR FREEBOARD (corrected for flush deck if required)	SUMMER FREEBOARD
Moulded Depth D = <i>33' 3"</i>	Displacement = <i>15710</i>	Corrected for Coefficient $\frac{.812 + .68}{1.36} =$	<i>69.90</i>
Stringer Plate = <i>3/4"</i>	Tons per inch = <i>53.0</i>	Correction for Depth ... <i>13.89</i>	<i>76.68</i>
Freeboard = <i>6' 8 1/4"</i>	$\frac{15710}{40 \times 53.0} = 7.41$	" Superstructures ... <i>15.27</i>	
Moulded draught = <i>26' 7 1/2"</i>		" Sheer ... <i>5.12</i>	
Addition for keel below base line = <i>2 1/2"</i>		" Camber ... <i>.11</i>	
Extreme draught = <i>26' 10"</i>		" Thickness of deck ... <i>-</i>	
		" Scantlings, etc. ... <i>-</i>	
			<i>+3.63</i>
			Summer Freeboard = <i>80.31</i>

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

Tropical Fresh Water Line above centre of Disc	...	<i>13 3/4"</i>
Fresh Water Line	" " "	<i>7 1/4"</i>
Tropical Line	" " "	<i>6 1/2"</i>
Winter Line below	" " "	<i>6 3/4"</i>
Winter North Atlantic Line	" " "	<i>11"</i>

6' 8 1/4"
24/9/31
 Lloyd's Register Foundation

Note:—The Rules referred to below are the Load Line Regulations of the United States Department of Commerce.
(These should be consulted when completing the report.)

Is the poop or raised quarter deck connected with the bridge? No ✓
 Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? Yes ✓
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) 2 Bolted Plates Bolts 12" apart ✓
 Has the bridge an efficient steel bulkhead at the fore end? Yes ✓
 Give particulars of the means of closing the openings in this bulkhead 2 Hinged steel N.T. doors ✓
 Has the bridge an efficient steel bulkhead at the after end? Yes ✓
 Give particulars of the means of closing the openings in this bulkhead Storm Boards to full height of openings in keelson channel ✓
 Has the forecastle an efficient steel bulkhead at the after end? No; Open ✓
 Give particulars of the means of closing the openings in this bulkhead ✓
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? Covered by poops ✓
 If the openings are not so protected, are the exposed parts of the casing efficiently constructed? ✓
 Give thickness of plating, scantlings and spacing of stiffeners ✓
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? Yes ✓

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	$\frac{3}{8}$ " coaming $\frac{7}{16}$ "	.46 - coaming .50	.58 coaming $\frac{7}{16}$ "	
Scantlings of stiffeners	$10 \times 3\frac{1}{2} \times 3\frac{1}{2} \times 28$ lt Chan	$10 \times 3\frac{1}{2} \times 3\frac{1}{2} \times 28$ lt channel	6" x 3 Built angle	
Spacing of stiffeners, and if bracketed	43" Bracketed	43" Bracketed	43" Bracketed	Open
Height of sills of openings above deck	22"	22 1/2"	21"	

Particulars of weather deck hatchways. (In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges).

Position and Size.	No. 1 - 8'0" x 15'3"		180 T. Hatchways		10 - OT. Hatchways		Dumber Hatch on Poop		Ship.	Rule.
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.		
COAMING										
Height above top of DECK	30"		8" x 3 1/2" x 1/2"		30"		30"			
Thickness	Sides.....	.44	Angle		.44"		.44"			
	Ends.....	.48	coaming		.44"		.44"			
SHIFTING BEAMS OR WEB PLATES.	Number.....									
	Section and Scantlings.....	✓								
	Material.....									
* FORE AND AFTERS.	Number.....						5			
	Section and Scantlings.....	✓					9 x 31 3 x 5 x 3/8"			
	Material.....						Steel			
HATCHES Thickness	Steel Hinged		.38 steel cover		.38 steel cover		3"			
Remarks.....	corner		2-2 1/2 x 2 1/2 x 3/8 Stiffeners		2-2 1/2 x 2 1/2 x 3/8 Angle stiffeners					

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? Yes ✓
 Are hatchway coamings stiffened in accordance with Rule 9? Yes ✓

Length of bulwarks in wells—forward: _____ feet; aft: _____ feet.
 Area of freeing ports required by regulations (Rules 30 and 100) forward: _____ sq. ft.; aft: _____ sq. ft.

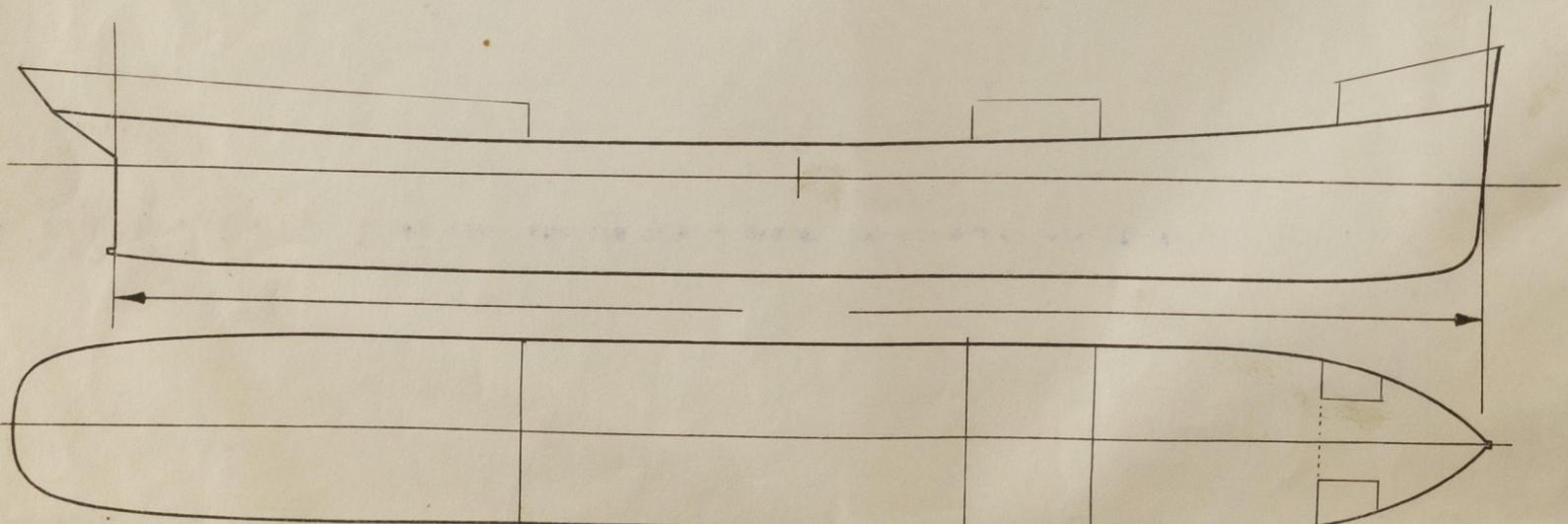
Particulars of freeing ports fitted on each side of vessel

forward well	No. Ft. x Ft.	Open Rails	= For	sq. ft.	50%	✓
after well		Open Rails	For	= 60%	sq. ft.	✓

Are Rules 23 and 24 complied with as far as practicable? Yes ✓
 Are air pipes to tanks in accordance with Rule 25? Yes ✓
 Are all scuppers and sanitary discharge pipes in accordance with Rule 27? Yes ✓

In oil tankers, what is the extent of the fore and aft gangway? All fore + aft ✓
 Is the gangway strong and efficiently braced fore and aft? Yes ✓ State spacing of supports 9 feet. 6" Bracketed top + bottom ✓
 In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100). Yes ✓
 Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? Yes ✓

If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? Yes ✓



Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any).
 Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: " Eugene V. R. Thayer " Similar: " Wm. Boyce Thompson " " J. Fletcher Fairall "
 Fee: \$ 100.00 Expenses (if any) _____
 (Signed) H. E. Lous
 Surveyor to Lloyd's Register of Shipping.

