

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 *Syria*  
Date of Survey *17<sup>th</sup> August 1927*  
Name of Surveyor *Robert G. Knox*

Date of Build.

### Particulars of Classification.

1909

re-classification

+ 1004.1 Spar Deck  
(Contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	311	46.1	21.8	2688.2
Length on LOADLINE.	318.66	Frame Depth 10 Rule " $\frac{5\frac{1}{2}}{4\frac{1}{2}}$	Ceiling <i>fitted</i> Sheer $+ 5\frac{1}{2}$ <i>To Tank Top</i> $22.25$ $5' 8" \text{ over Tank}$ $15.57 + 25$ $+ .21$	Peak + 57 Tanks
	<del>Grax Net</del>	<del><math>- .75</math></del>	<del><math>5' 8" \text{ over Tank}</math></del>	
CORRECTED DIMENSIONS.	318.66	45.35	22.97	2745.20

Moulded Depth as measured..... 24' - 5 3/4"

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.

### CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	318.66	
Length in Table .....	298.75	
Difference .....	24.91	
Correction for 10ft., Table A. ....	1.3	Table C. .7
× Difference divided by 10 .....	5.24	(if required.) 1.74
If $\frac{6}{10}$ ths length covered divide by 2	+3.42	+1.74

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered ..... . 483  
Thickness of usual wood deck, less stringer .....  $3\frac{1}{2}$ "  
-  $1\frac{3}{4}$ "

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	45'-0"	NOTE. — The round of beam should be report- ed on the full breadth of vessel at the gunwale.
Round of Beam .....	11 3/4	
Normal round.....	11 1/4	
Difference .....	1/2 ÷ 2 = .....	
Proportion of Deck uncovered (Para. 19) .....	5.17	

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

Co-efficient of fineness.....	. 83
Any modification necessary } [Para. 4 (a) to (e)]* }	C.D.B
Co-efficient as corrected .....	. 81

Sheer { Stem..... 87.25  
at { Sternpost .. 40.12 }  $127.37 \div 2 = 63.68 \dots \text{Mean}$

Sheer at  $\frac{1}{8}$  of the length from  $\left\{ \begin{array}{l} \text{Stem } 50.6'' \\ \text{Sternpost } 16.75'' \end{array} \right\} 66.25'' \div 2 = 33.125'' \text{ Mean}$

Gradual mean Sheer ..... 60.22  $\div .58 = 60.2$

Standard mean Sheer [Table, Para. 18] .....	41.86	Correction
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Difference..... 18.36  $\div 4 = 4.59$

§ If limited as Para. 18 (f) .....

Rise in Sheer	{	At front of bridge house.....	✓
from amidships			
[Para. 18 (e)]	{	At after end of forecastle .....	✓

¶ Fall in Sheer }  $2\frac{1}{8} \div 2 = 1\frac{1}{16}$   
 Para. 18 (d) }  
 Length uncovered ..... *Bridge fitted.* Correction *N/A*

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	2 " 6 1/2
Correction for Length, if required (Para. 12, 13, and 14) .....	+ 1 3/4
	<hr/> 2 " 8 1/4
Freeboard by Table A. corrected for sheer, and for length, } if required (Para. 12, 13, and 14) }	5 " 4 3/4
	<hr/> 2 " 8 1/2
Difference .....	
Percentage as below.....	30.81
	<hr/> 9.98

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

Allowance for Deck Erections ..... — 12 "

	Length.	Length allowed.	Height.
Forecastle.....	33.0	33.0	7-3
Bridge House .....	94.0	94.0	7-6
Raised Qr. Dk.....	-	-	-
poop.....	27.0	27.0	7-3
Total .....		<u>154.0</u>	483
Length of Ship .....		<u>318.66</u>	

Corresponding percentage } 30.81%  
(Para. 11, 12, 13, or 14) }

EEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~W~~ (Steel) Deck : N. A. Winter  
390"

29 AUG 1927

Fresh Water Line                      above centre of Disc

Indian Summer Line

Winter Line below

Winter North Atlantic Line	"	"	"
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Q If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

R 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 amidships beam.

Q In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

† 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.

† 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.

5  
3 1/2  
14

relatively to the straight  
vessel's draft at time of  
Foundation

002119-002126-0021



11<sup>B</sup> No 25440.

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? *Yes* Bridge House? *to spar deck* Forecastle? *Yes*  
To what height do the Reverse Frames extend? *Frames 16 & 17 incl to spar and 18 & 19 alternately and frames 14 & 15 to stem to spar 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 *Poep 2 openings each 4' x 4' 10" closed with bolted steel doors Diameter of bolts 3/4" fitted*  
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 hinged door 4' x 3' with 8 clamps at each door*  
What is the thickness of the Bridge Front plating? *3/8"* and Coaming plate? *7/16"*  
Give scantlings and spacing of the Stiffeners *Channel section stiffeners 8" x 3 1/2" x 3 1/2" spaced 27" apart*  
Are bracket plates fitted at each end of the Stiffeners? *Yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *no*  
Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes*  
How are the openings closed? *Openings Poep 5' x 2' 6" Hinged steel doors secured with 6 clamps at each door*  
Is the Forecastle at least as high as the main or top gullant rail? *Yes* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *Plates 5/8" and 3/4"*  
Are the Engine and Boiler openings covered by a Bridge, Poep, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Yes, Strong steel casing cover over E & B opening on top*  
If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Casing at Sidley not protected but efficiently constructed*  
Give thickness of plating; scantlings and spacing of Stiffeners *plate 7/8" coaming 3/4" stiffeners 4 1/4" x 3 1/2" x 3 1/2" spaced 24"*  
What is the height of the exposed Casings? *7'-4"* Are suitable means provided for closing all openings in them in bad weather? *Yes Strong iron hinged*  
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 Ford 24' x 17'		No 2 Ford 26' x 17'		No 3 aft 26' x 17'		No 4 aft 24' x 17'		Ship.	Rule.
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.		
COAMING.	Height above top of DECK	3' 9"		3' 9"		3' 9"		3' 9"			
	Thickness	Sides.....	9/20"	9/20"		9/20"		9/20"			
		Ends.....	8/20"	8/20"		8/20"		8/20"			
SHIFTING BEAMS OR WEB PLATES.	Number .....	one		one		one		one			
	Section and Scantlings .....			do		do		do			
	Material .....	steel		steel		steel		steel			
* FORE AND AFTERS.	Number .....	3 middle		3		3		3			
	Section and Scantlings .....			do		do		do			
	Material .....	steel		steel		steel		steel			
HATCHES Thickness .....		2 3/4"		do		do		do			
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 Rules, 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 *Ford 76' x 4.25 = 323 Sq. ft*

*Bulwarks 4'-8" high.*

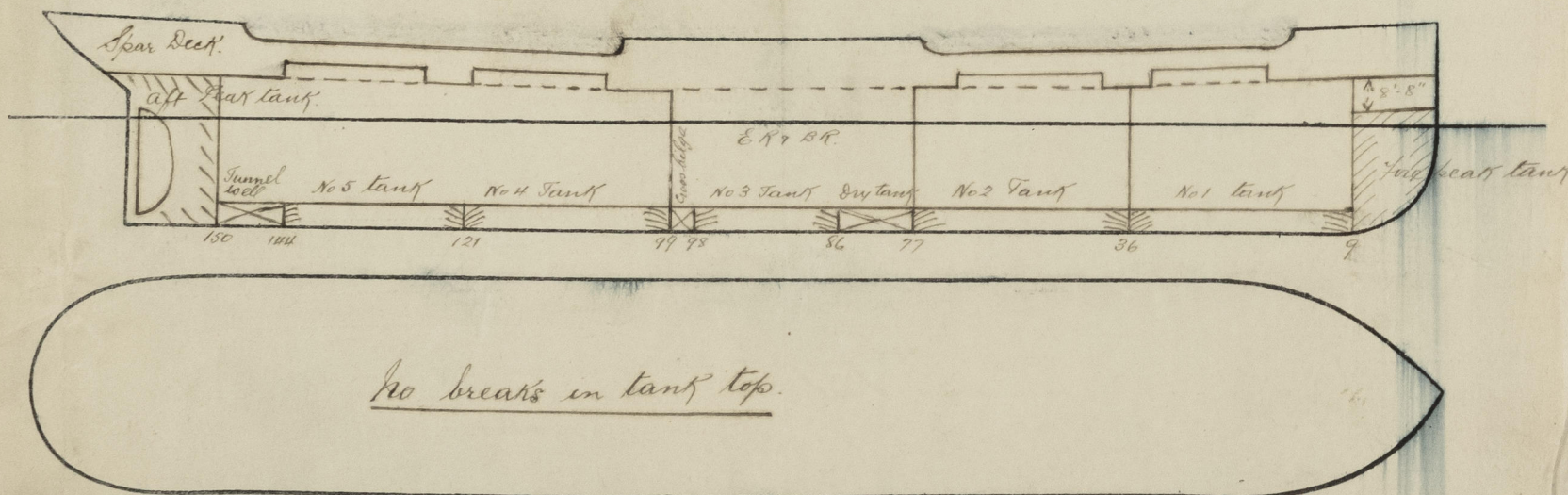
Area of Freeing Ports required by Para. 11 (e) each side of vessel

= *Ford 30* *aft 32* Sq. ft.

*Ford* Ft. Tenths. Ft. Tenths. No.  
*Four freeing pipes* { 3.42 x 1.5 x 6 = 30.78  
                                  1.1 x 1.7 x 4 = 3.08  
*Ford aft* { 3.42 x 1.8 x 6 = 36.90  
*Four freeing pipes* { 1.1 x 1.7 x 4 = 3.08

Freeing Ports (each side of vessel) = *Ford 30.78* *aft 36.90* Sq. ft.

Total deficiency or excess = *.78* *4.90* Sq. ft. *5.68 sq. ft. excess.*



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

Builder's name and yard number *Kempthorne & Co. S.B. & D.D. Co. Kempthorne & Co.*

Names of sister vessels

Owners *A. Calafatis*

Address *Syria, Greece*

Fee £ *24* : *15* : *0*

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If the frames, skin of ceiling should be in vessel obtaining ships the height in finish-decked vessel. In vessel one-eighth of t

2M-8-19-T.