

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD. STEAM SHIPS.

Index No. 33908
(For London Office only)

21 NOV 1930

REMARKS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
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 Rotterdam.
Date of Survey Building.
Name of Surveyor L. Vuyt.

Ship's Name. <u>ACE ROSE</u>	Port of Registry and Nationality. <u>C Liverpool</u> <u>British</u>	Official Number. <u>162336</u>	Gross Tonnage. <u>not yet</u> <u>measured.</u>	Date of Build. <u>1930.</u>	Particulars of Classification. <u>* 100 A.1. - contemplated.</u>
Register Book					
LENGTH. <u>175.4</u>	BREADTH. <u>27.12</u>	DEPTH. <u>10.84</u> <u>11.07</u>	UNDER DECK TONNAGE. <u>432.48</u>	Moulded Depth as measured..... <u>13'-0"</u>	NOTE. - If the depth is measured when vessel is afloat, the details of measurement should be reported.
<u>175.0</u>	Frame Depth <u>6</u> Rule " <u>3</u> as per plan. " <u>3</u> <u>x 2 = .50</u> <u>No sparring + .33</u>	Ceiling <u>20</u> Peak <u>20</u> Sheer <u>+ .60</u>	Tanks <u>In floors in</u> <u>Boiler Room</u> <u>- 2 Tons</u>	Addition for Keel below base line for draught record... <u>.86</u> inches. <u>Keelshake + A shake.</u>	
CORRECTED DIMENSIONS. <u>175.0</u>	<u>26.95</u>	<u>11.84</u>	<u>430.48</u>		

Co-efficient of fineness..... .469
Any modification necessary }
[Para. 4 (a) to (e)]* } C.D.B.
Co-efficient as corrected45

Sheer { Stem..... 58 1/2"
at { Sternpost 46" } $104.5 \div 2 = 52.25$ Mean
Sheer at 1/2 of the length from { Stem 30 1/2"
Sternpost 23 1/2" } $54 \div 2 = 27.0$ Mean
Gradual mean Sheer 49.09 $\div .55 = 49.09$
Standard mean Sheer [Table, Para. 18] 27.50 Correction
Difference..... 21.59 $\div 4 = 5.39$
§ If limited as Para. 18 (f) - 5 1/2"

Rise in Sheer { At front of bridge house..... 4 1/2"
from amidships { At after end of forecastle dk. 18 1/2"
[Para. 18 (e)]

Fall in Sheer {
Para. 18 (d) } $\div 2 =$
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :-
Freeboard, Table C..... 0 - 4 7/8 0 - 4 3/4
Correction for Length, if required (Para. 12, 13, and 14)
Freeboard by Table A, corrected for sheer, and for length,
if required (Para. 12, 13, and 14) 1 - 6 1/4
Difference 1 - 1 1/2
Percentage as below..... 66.1 66.1%
- 9.00
+ .30
- 8.70
Correction for R. Q. Dk. if engine and boiler openings not
covered by bridge house (Para. 11) } + .30
Allowance for Deck Erections - 8 3/4

	Length.	Length allowed.	Height.
Forecastle.....	<u>24.5</u>	<u>23.62</u>	<u>6.75</u>
Bridge House.....	<u>11.0</u>	<u>11.00</u>	<u>7.00</u>
† Raised Qr. Dk.....	<u>100.8</u>	<u>100.80</u>	<u>3.50</u>
Poop.....			
Total		<u>135.42</u>	<u>.774</u>
Length of Ship		<u>175.0</u>	
Corresponding percentage (Para. 11, 12, 13, or 14) }	<u>66.1%</u>		

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 " " "

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† 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 amid-
ships 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 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.

CORRECTION FOR IRON DECK.
Proportion covered, if less than 1/10ths length covered
Thickness of usual wood deck, less stringer 3" - 3"

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships..... 27.0'
Round of Beam 6 3/4 over 27.0" beam
Normal round..... 6 3/4
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19) NIL

Freeboard, Table A 1 - 11 3/8 1 - 11 3/4
Correction for Sheer - 5 3/8 - 5 1/2
Correction for Length 1 - 6 3/8 1 - 6 1/4
+ .85 + 3/4
1 - 7.21 1 - 7
Allowance for Deck Erections - 8.70 - 0 - 8 3/4
- 10.51 0 - 10 1/4

Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
Correction for Steel Deck (if required) - 3
0 - 4 1/4

Additions for non-compliance with provisions of
Para. 11 (d) and (e) †
Other Corrections (if any) Heel of Raised Quarter Deck + 3 - 6
4" 1/4

Winter Freeboard 4" 1/4
Summer Freeboard (1-2) 13/4 3 - 11 1/2
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. } + 1"

Winter Freeboard from deck line 4" 2 1/4
Summer " " " 4" 0 1/2
Indian Summer " " "
N. A. Winter " " "
Raised Quarter " " " 4" 0 1/2
3"

† 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.

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Do all the Frames extend to the Peep or Raised Quarter Deck? Yes Bridge House? Yes
 To what height do the Reverse Frames extend? bulwark framing; in peaks single angle
 Has the Peep or Raised Quarter Deck an efficient Bulkhead at the fore end? Yes
 Give particulars of the means for closing the openings in Bulkhead none No openings
 Is the Peep or Raised Quarter Deck connected with the Bridge House? Yes Has the Bridge House an efficient Bulkhead at the fore end? Yes
 Give particulars of the means for closing the openings in Bulkhead none No openings
 What is the thickness of the Bridge Front plating? .30 and Coaming plate? .34
 Give scantlings and spacing of the Stiffeners 5 1/2 x 3 x .36 BA 30" 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? no openings
 Is the Forecastle at least as high as the main or top-gallant rail? Yes Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? Yes
 Are the Engine and Boiler openings covered by a Bridge, Peop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? Raised quarter deck and casing alone
 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 .26 .30 3 x 2 1/2 x .28 A 30" apart
 What is the height of the exposed Casings? 6' 9" 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:— See below: Yes

Position and Size.		29' 4" x 17' 6"		33' 0" x 17' 6"					
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	45	45	42	52				
	Sides	.52	.52	.52	.52				
	Ends	.52	.52	.52	.52				
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	6	6				
	Section and Scantlings	14 x .34 plate							
	Material	4 x 3 x .44 stiffening angles.							
FORE AND AFTERS.	Number								
	Section and Scantlings								
	Material								
HATCHES Thickness		2 1/2	2 1/2	2 1/2	2 1/2				
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? as per plan Strake between Main and Bridge Sheerstrakes? ✓

Delete the words The Crew are, are not, berthed in the bridge house. fore-castle
 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 38' 8" (from bridge front to after bulkhead w/c over hatches with lifeline on fore-castle end bulkhead)

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 10.4 Sq. ft.

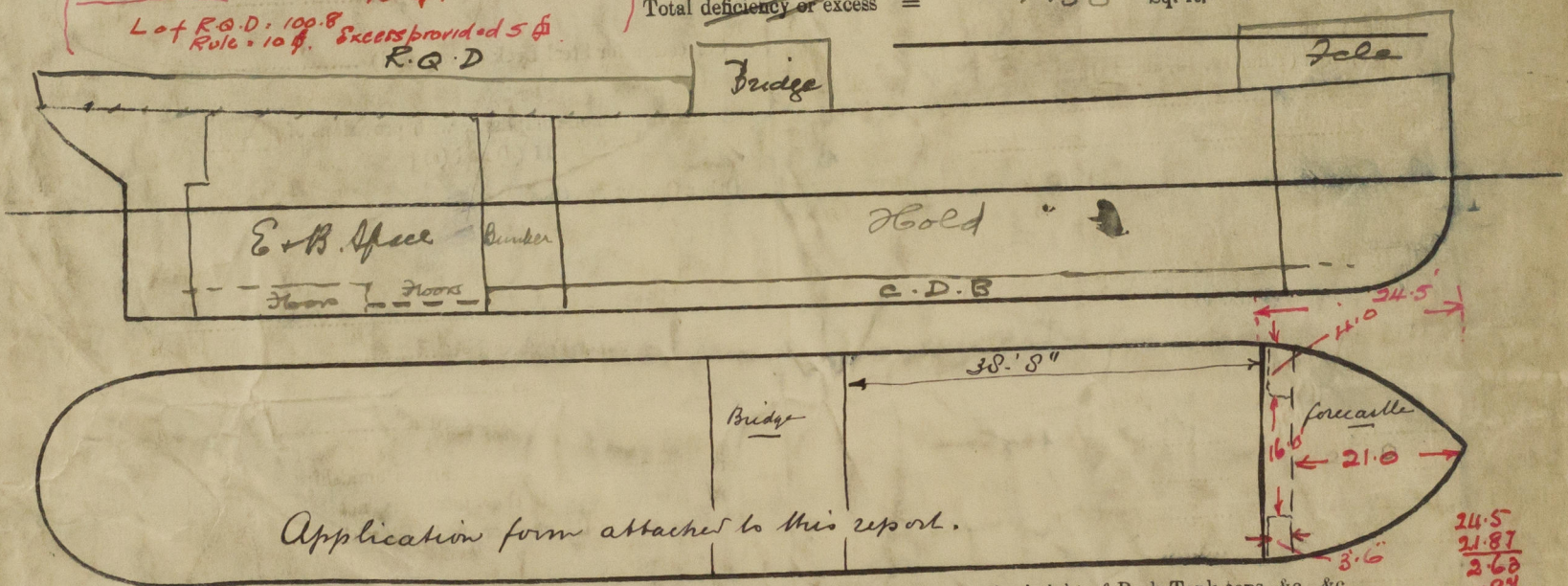
Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = 11.70 Sq. ft.

2.6 x 1.5 x 3

For class only 2.5 x 1.5 x 4 = 15 sq. on R.Q.D.

Lot R.Q.D. 100.8 Rule = 10 sq. Excess provided 5 sq. R.Q.D.

Total deficiency or excess = 1.30 Sq. ft.



Application form attached to this report.

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 The vessel has been built in accordance with the approved plans.

Builder's name and yard number N.V. Scheepswaerf "De Merwede" Yard number 213.-

Names of sister vessels ✓

Owners Messrs Richard Hughes & Co. -

Address Liverpool.-

Fee of 48.00 will be Received by me Wm. W. W.



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