

Lloyd's Register of Shipping.

TWIN SCREW MOTOR
SURVEYS FOR FREEBOARD, STEAM SHIPS.

N^o 30371

APPLICABLE 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 Sunderland
Date of Survey May 29th 30 whilst building
Name of Surveyor W. P. Colclough

Ship's Name. LONGWOOD	Port of Registry and Nationality. <u>London British</u>	Official Number. <u>162473</u>	Gross Tonnage.	Date of Build. <u>1930</u>	Particulars of Classification. <u>7100 A.1. Carrying Petroleum in Bulk (Contemplated)</u>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH. <u>476.3</u>	BREADTH. <u>66.4</u>	DEPTH. <u>35.35</u>	UNDER DECK TONNAGE. <u>8660.73</u>
Length on LOADLINE.	<u>475.0</u>	Frame Depth Rule <u>7 1/8</u> $2 \times 1/2 = .25$ $- .25 = 0$ $+ .33 = .33$	Ceiling $+ .20$ Sheer $+ .83$	Peak Tanks <u>ERTank + 122.5</u> <u>D.T. Ford + 63</u> <u>C. Stern - 47.0</u>
CORRECTED DIMENSIONS.	<u>475.0</u>	<u>66.48</u>	<u>36.48</u>	<u>8742.53</u>

Moulded Depth as measured..... 35'-5"
 Addition for Keel below base line for draught record... 2 3/4 inches.

35'-5"
1'-4"
36'-9"
1'-5"
35'-4"

NOTE - If the depth is measured when vessel is afloat, the details of measurement should be reported.

Co-efficient of fineness..... .759.761
 Any modification necessary [Para. 4 (a) to (e)]* Bottom longitudinal framing
 Co-efficient as corrected..... .76.77

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>475.0</u>
Length in Table	<u>425.0</u>
Difference	<u>50.0</u>
Correction for 10ft., Table A.	<u>1.4</u>
× Difference divided by 10	<u>8.50</u> (if required.)
If 1/10ths length covered divide by 2	<u>+ 8 1/2</u>

Sheer { Stem..... 114 } 171 ÷ 2 = 85.5 Mean
 at { Sternpost ... 57 }
 Sheer at 1/3 of the length from { Stem 65.25 }
 { Sternpost 31.25 } 96.5 ÷ 2 = 48.25 Mean
 Gradual mean Sheer ... 85.5 + 48.25 = 86.61 ÷ 55% = 84.72
 Standard mean Sheer [Table, Para. 18] 57.50 Correction
 Difference..... 29.11 ÷ 4 = 7.27
 § If limited as Para. 18 (f) - 7 1/4

CORRECTION FOR IRON DECK.
 Proportion covered, if less than 1/10ths length covered4352
 Thickness of usual wood deck, less stringer 3 3/4
1.41 - 1/2

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>66.0</u>
Round of Beam	<u>16</u>
Normal round.....	<u>16.5</u>
Difference	<u>.5</u> ÷ 2 = <u>1/4</u>
Proportion of Deck uncovered (Para. 19)	<u>.564</u>

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

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....	<u>9'-9 1/4" - 3'-2 1/2" =</u>	<u>6'-6 3/4"</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 4"</u>	<u>6'-10 3/4"</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>9'-10 1/2"</u>	<u>9'-10 1/2"</u>
Difference	<u>2'-11 3/4"</u>	<u>27.46%</u>
Percentage as below.....	<u>27.46%</u>	<u>27.46%</u>

Freeboard, Table A	<u>117.37</u>	<u>9'-8 3/4 9/4</u>
Correction for Sheer	<u>- 7.27</u>	<u>- 7 1/4</u>
Correction for Length	<u>110.10</u>	<u>9'-7 1/2 2"</u>
Allowance for Deck Erections	<u>+ 8.50</u>	<u>+ 8 1/2</u>
Correction for Round of Beam.....	<u>118.60</u>	<u>9'-10 1/2"</u>
Correction for fall in Sheer (if any).....	<u>- 9.82</u>	<u>- 9 3/4</u>
Correction for Steel Deck (if required).....	<u>108.78</u>	<u>9'-0 3/4 3/4"</u>
Other Corrections (if any)	<u>+ 1.4</u>	<u>+ 0 1/4</u>
	<u>108.92</u>	<u>9'-1"</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<u>-</u>	
Allowance for Deck Erections	<u>- 9 3/4</u>	
Length.	Length allowed.	Height.
Forecastle..... <u>57.9</u>	<u>59.45</u>	<u>7.6</u>
Bridge House <u>44.0</u> including 4ft overhang each end	<u>41.00</u>	<u>7.6</u>
† Raised Qr. Dk.....		
Poop..... <u>106.0</u>	<u>106.00</u>	<u>7.6</u>
Total	<u>206.45</u>	<u>43.52</u>
Length of Ship	<u>475.00</u>	
Corresponding percentage (Para. 11, 12, 13, or 14)	<u>27.46%</u>	

Winter Freeboard	<u>8'-10 3/4 11 1/2</u>
Summer Freeboard (<u>6.7</u>)	<u>8'-7 1/2 5"</u>
Indian Summer Freeboard	<u>7'-9 3/4 10 1/2</u>
N. A. Winter Freeboard	

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

Fresh Water Line above centre of Disc	<u>8'-6 1/2"</u>
Indian Summer Line " " " "	<u>7 1/2"</u>
Winter Line below " " " "	<u>6 1/2"</u>
Winter North Atlantic Line " " " "	<u>6 1/2"</u>

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 3/4

Winter Freeboard from deck line	<u>9'-8 1/2 1 1/4"</u>
Summer " " " "	<u>8'-6 3/4"</u>
Indian Summer " " " "	<u>7'-11 1/2 8'-0 1/4"</u>
N. A. Winter " " " "	

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If the vessel is of unusual thickness the breadth of vessel to inside of plating should be reported. 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.

FW = 19112 = 7.42
40 x 64.31



Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *yes* Bridge House? *yes*
 To what height do the Reverse Frames extend? *Bull angle framing*
 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 *no openings*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead *Two openings closed with mechanical 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 50 BA @ 30"*
 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? *Two openings closed with storm boards full height in riveted channels*
 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, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by a Poop, and casings above*
 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? 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 9'-0" x 13'-0"									
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	<i>2'-9"</i>			OIL TIGHT HATCHES					
	Thickness { Sides..... Ends.....	<i>.444</i> <i>.444</i>	<i>B</i>							
SHIFTING BEAMS OR WEB PLATES.	Number	<i>one</i>			<i>8 to main tanks (combs) 6'-0" x 4'-0" x 12" BA.</i>		<i>.50 HL Plate cover</i>			
	Section and Scantlings	<i>11 x 30</i>	<i>B</i>		<i>16 to side tanks.</i>		<i>4'-0" x 4'-0" x 12" BA. .50 HL Plate cover.</i>			
	Material	<i>3 x 3 x 40</i> <i>SL.</i>								
* FORE AND AFTERS.	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness	<i>3"</i>	<i>B</i>								
Remarks	<i>Good</i>									

* 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.

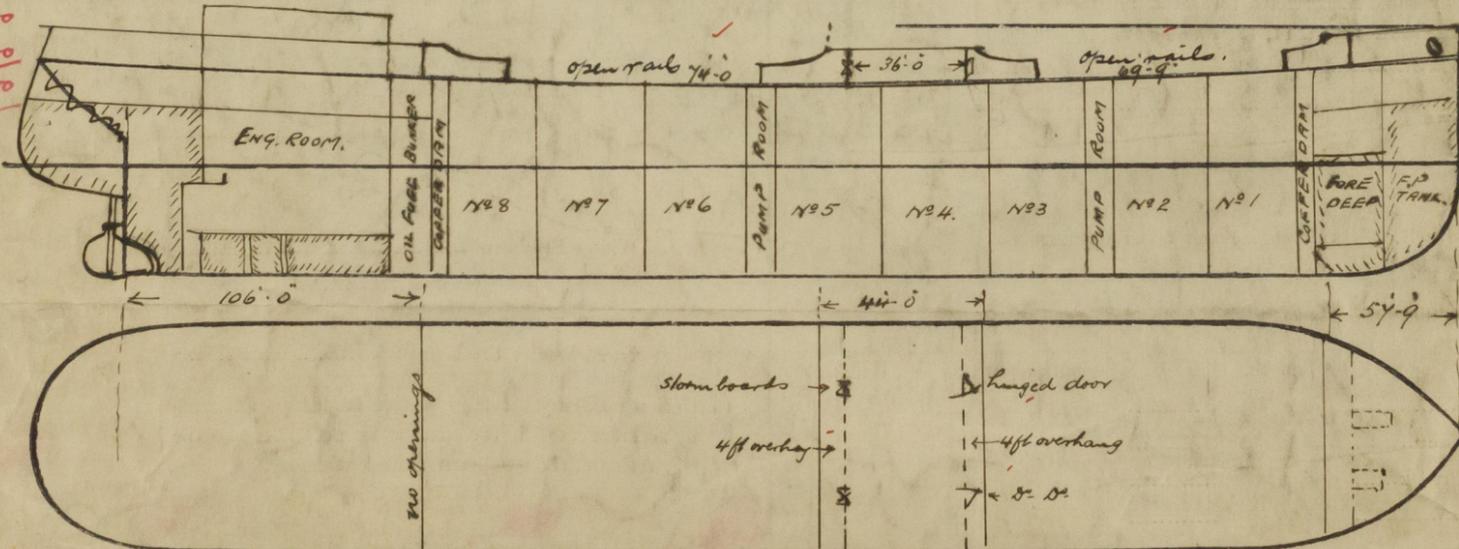
Length of Bulwarks in well

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.

Total deficiency or excess = Sq. ft.

Bridge closed 36.00
overhang 4 x 1/2 = 2.00
of 4 x 3/4 = 3.00
41.00



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 *Transverse framing + side stringers at sides, rough framing bottom + decks.*

Builder's name and yard number *Sir James Laing & Sons Ltd, No 712, (Twin Screw)*

Names of sister vessels

Owners *Oil + Molasses Tankers Ltd.*

Address *St. Helens Place, London.*

Fee £ *12 10*

Received by me *See F.B. Report.*

Will be charged on completion

Depth at L.W.L. *19080*
 Tons per inch *64.325*
 Depth at 85% of moulded depth = *1132.5*
 Request form attached.

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