

# Register of Shipping.

11 NOV 1930

## MEASUREMENTS FOR FREEBOARD.—STEAM SHIPS.

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 Newcastle  
Date of Survey During Construction  
Name of Surveyor J. Welby

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>M.S. HELIX</u>	<u>London</u>	<u>162562</u>	<u>3000 approx.</u>	<u>1930.</u>	<u>1100 A1. Carrying Petroleum in Bulk Contemplated</u>

Length on LOADLINE.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>305.0</u>	<u>50.15</u>	<u>19.25</u>	<u>2251.41</u>
	<u>305.</u>	Frame Depth <u>7</u> Rule <u>5 1/2</u>	Ceiling <u>+ 20</u> Sheer <u>+ 13</u>	Peak <u>mal</u> Tanks <u>COB. Tank 3562</u> <u>Deck 7000 792</u>
CORRECTED DIMENSIONS.	<u>305.0</u>	<u>50.23</u>	<u>19.58</u>	<u>2294.95</u>

Moulded Depth as measured.....19' 3"  
Addition for Keel below base line for draught record.....1 3/8 inches.

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

### CORRECTION FOR LENGTH.

Length of Ship on Loadline.....305  
Length in Table .....231  
Difference .....74  
Correction for 10ft., Table A. ....1.1 Table C.  
× Difference divided by 10 .....8.4 (if required.)  
If 1/10ths length covered divide by 2 4.0 + 4

### CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered .....  
Thickness of usual wood deck, less stringer .....3 1/2 — 3 1/2

### CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....50  
Round of Beam .....12  
Normal round.....2.5  
Difference .....5 ÷ 2 = .....2.5  
Proportion of Deck uncovered (Para. 19) .....22.4 26.5 NIL

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

Percentage of fineness.....765  
Modification necessary { + 0.1 long Bottom Length  
a. 4 (a) to (e)]\*  
Percentage as corrected .....775 78 say 77

Stem.....60 } 98 ÷ 2 = 49 ...Mean 36 1/4  
Sternpost ... 38 } 136  
1/8 of the length from { Stem 32 1/2 } 50 ÷ 2 = 25 ...Mean  
Sternpost 17 1/2 } 55 45.45  
Mean Sheer .....46.45  
Mean Sheer [Table, Para. 18] .....40.5 Correction  
Difference.....4.95 ÷ 4 = 1.24  
Corrected as Para. 18 (f) .....-1.4

In Sheer { At front of bridge house .....  
amidships { .....  
18 (e)] { At after end of forecastle .....  
In Sheer { .....  
18 (d) { .....  
uncovered ..... Correction

### ALLOWANCE FOR DECK ERECTIONS:—

Table C.....1-2 3/4  
Correction for Length, if required (Para. 12, 13, and 14) .....  
Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) .....  
Correction .....2-4 1/2  
Correction as below.....57.92 53.5  
16.46  
15.25

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

Length.	Length allowed.	Height.
House..... <u>49.83</u>	<u>47.68</u>	<u>7-6</u>
YNK..... <u>169</u>	<u>90.21</u>	<u>5-6</u>
..... <u>56.16</u>	<u>56.16</u>	<u>7-6</u>
Total..... <u>224.06</u>	<u>237.67</u>	<u>77.92</u>
of Ship..... <u>305</u>		<u>736</u>
Percentage..... <u>53.5%</u>		
11, 12, 13, or 14)..... <u>57.92</u>		

### BOARD recommended amidships from centre of Disc to top of Statutory Deck Line, (Steel) Deck:—

Fresh Water Line	above centre of Disc	.....	<u>2 1/2</u>	<u>4 1/2</u>
Indian Summer Line	"	.....	<u>3</u>	<u>3</u>
Winter Line	below	.....	<u>2 1/2</u>	<u>3 2 1/2</u>
Winter North Atlantic Line	"	.....	<u>4 1/2</u>	<u>4 1/2</u>

Winter Freeboard .....2-2 3/4 4 1/2  
Summer Freeboard .....2 3/4 2-1 3/4  
Indian Summer Freeboard .....1-8 1/2 11  
N. A. Winter Freeboard .....2-4 1/2 6 1/2  
Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood steel deck with side. + 1 3/4

Winter Freeboard from deck line .....2-4 1/2 6 1/4  
Summer " " " .....2-4 1/2 3 1/2  
Indian Summer " " " .....1-10 1/2 2-0 3/4  
N. A. Winter " " " .....2-6 1/2 8 1/4

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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 top height in the Poop? *Yes* Raised Quar

To what height do the Reverse Frames extend? *✓*

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? *File by trunk* Has to

Give particulars of the means for closing the openings in Bulkhead *✓*

What is the thickness of the Bridge Front plating? *On knee only* and Coaming plate? *✓*

Give scantlings and spacing of the Stiffeners *✓*

Are bracket plates fitted at each end of the Stiffeners? *✓*

Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *✓*

Has the Bridge House an efficient Iron Bulkhead at the after end? *✓*

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 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? *✓*

Give thickness of plating; scantlings and spacing of Stiffeners. *26 Coaming 30 3 1/2 2 1/2 26 0 7 1/2 @ 30*

What is the height of the exposed Casings? *7-6-1-3* 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.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Item.	10-0	9-0								
COAMING. Height above top of DECK	2'-9"				Five oil tight					
Thickness { Sides.....	.44.				hatches to Port, Star					
Ends.....	.44.				center oil tanks					
SHIFTING BEAMS OR WEB PLATES. Number.....	✓				All steel plate					
Section and Scantlings.....					Covers secured by					
Material.....					toggles.					
* FORE AND AFTERS. Number.....	✓									
Section and Scantlings.....										
Material.....										
HATCHES Thickness.....	oil tight									
Remarks.....	cover									

\* 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?*

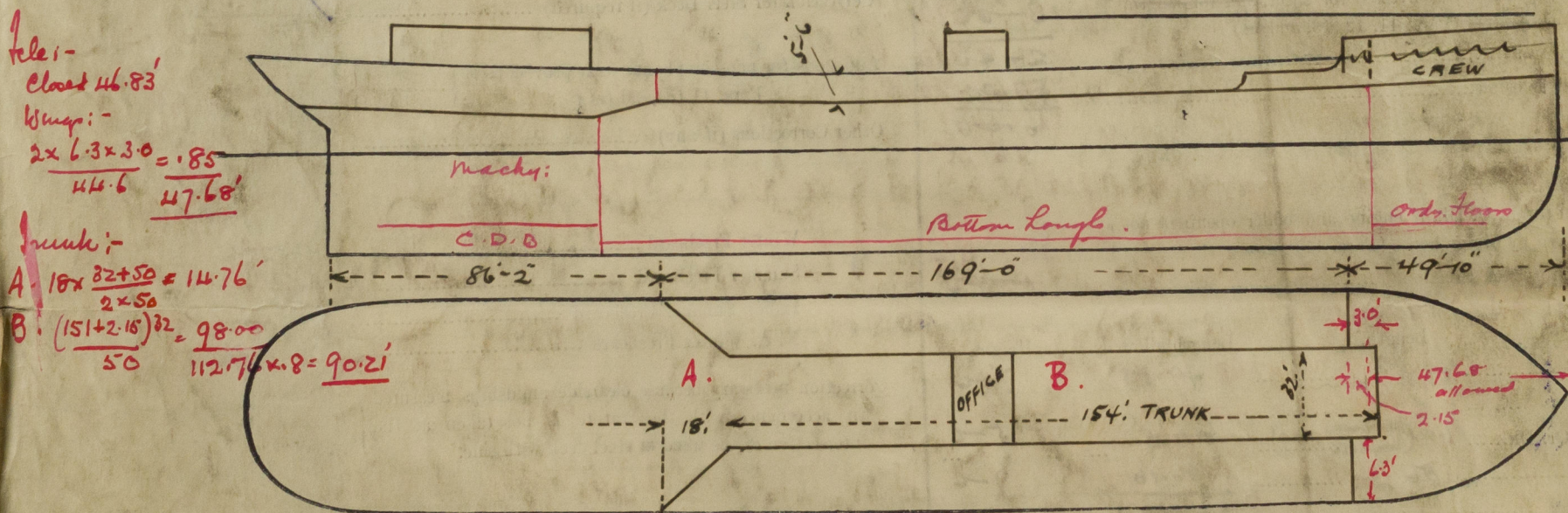
Delete the words } The Crew are, ~~are~~, berthed in the bridge house.  
that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, ~~are~~, satisfactory.

Length of Bulwarks in well

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

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

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 *Continuous trunk connected at both ends*

Builder's name and yard number *Hawthorn Leslie & Co. Leith or Lym 5578*

Names of sister vessels *55 "HARPA" No 575, also 55 "Aletta" built by Caledon S.P.C.*

Owners *Anglo-Saxon Petroleum Co.*

Address *London*

Fee £ *7* : 10 : 0  
*approx*

Received by me *Lee F.B. Report*



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