

Yes -
231
Messrs. Rockium's mek. Verkstad's new buildings Nos. 109, 114 and 117 are practically sister vessels to No. 118 except the trunk added on well forward & aft.
Lloyd's Register of British & Foreign Shipping.
SURVEYS FOR FREEBOARD.-STEAM SHIPS. 23849.

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 Malmo
Date of Survey 13th July 1914
Name of Surveyor J. W. Rosen.

Ship's Name "Johan Sanner" Port of Registry and Nationality Uddervalla Swedish Official Number ✓ Gross Tonnage ✓ Date of Build 1914. Particulars of Classification * 100 A1 Contemplated
Number in Register Book 294.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>235'-0"</u>	<u>37.67'</u>	<u>16.21'</u>	<u>1154.42</u>
Length on LOADLINE.	<u>234.9'</u>	Frame Depth <u>7'</u> Rule <u>5'</u> Diff <u>2"</u> \div <u>.33</u>	Ceiling filled <u>✓</u> Sheer <u>5.248</u> Depth is <u>3.3'</u> \div <u>16.50</u> \div <u>.33</u> \div <u>2.4'</u> drop in bulkhead <u>.09'</u>	Peak <u>✓</u> Banks <u>✓</u> } included
CORRECTED DIMENSIONS.	<u>234.9'</u>	<u>37.34'</u>	<u>17.40'</u>	<u>1154.42</u>

Co-efficient of fineness..... 1.52 + 100 = 4.769
Any modification necessary { 234.9 + 37.34 + 17.41 = 452
[Para. 4 (a) to (e)]* Cell double bottom. .02
Co-efficient as corrected 45.749

Sheer { Stem..... 72" } 106" ÷ 2 = 53" ...Mean
at { Sternpost 34" }
Sheer at $\frac{1}{2}$ of the length from { Stem 37 } 56" ÷ 2 = 28" ...Mean
Sternpost 19
Gradual mean Sheer 50.90 \div 55 = 50.9
Standard mean Sheer [Table, Para. 18] 33.49 ✓ Correction
Difference..... 17.41 \div 4 = 4.35 ✓
§ If limited as Para. 18 (f)..... ~ 4.4 ✓

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

Fall in Sheer {
Para. 18 (d) } \div 2 = none.
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C..... 1'-0 1/2"
Correction for Length, if required (Para. 12, 13, and 14) + 3/4"
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) { 3'-1 1/4"
Difference 2'-0 1/2"
Percentage as below..... 33.12%
28.64%
= 82

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) 4.03 - 7"
Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	<u>26.0'</u>	<u>26.0'</u>	<u>2'-0 1/2"</u>
Bridge House.....	<u>63.2'</u>	<u>62.28'</u>	<u>"</u>
Raised Q. Dk.....	<u>14.7'</u>	<u>14.7'</u>	<u>"</u>
Poop.....	<u>17.92'</u>	<u>17.92'</u>	<u>"</u>
Total	<u>106.22'</u>	<u>106.22'</u>	<u>52.15'</u>
Length of Ship	<u>234.9'</u>	<u>✓</u>	<u>452</u>
Corresponding percentage { (Para. 12, 13, and 14) } <u>33.12%</u> <u>28.64%</u>			

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

Fresh Water Line	above centre of Disc	...
Indian Summer Line	"	...
Winter Line	below	...
Winter North Atlantic Line	"	...

31.7.14
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 amidships 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 sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one eighth of the vessel's length from stem and sternpost.

Moulded Depth as measured..... 18'-7"
19'-4 1/2"
2'-10 1/2"
16'-6"

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..... 234.9'
Length in Table 223.0'
Difference 11.9'
Correction for 10ft., Table A. 1.1 Table C. .6
 \times Difference divided by 10 1.309 (if required.) 1.19 + .6 = .714 ✓
If $\frac{1}{10}$ ths length covered divide by 2 + 1 1/4" = 1 1/4"

P.B.F. Cover 452
Sink Cover 124.9
124.9 - 452 = 203

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered65
Thickness of usual wood deck, less stringer 4.44 3.35
2.92 2.92 + 3.35 = 6.27 - 3"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 36'-5"
Round of Beam 9 1/2"
Normal round..... 9.10
Difference 40 \div 2 = 20
Proportion of Deck uncovered (Para. 19) 2.46 \times 20 = 49.2
54.8

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

Freeboard, Table A 3'-4 1/2" 3'-4 1/2"
Correction for Sheer 4.35 4 3/4
Correction for Length 1.31 3'-0 1/2"
Allowance for Deck Erections 4.03 3'-1 1/4"
Correction for Round of Beam 2.92 8 1/4
Correction for fall in Sheer (if any)..... 0.8 2'-5 3/4"
Correction for Iron Deck (if required) 292.33 - 3"
Additions for non-compliance with provisions of {
Para. 11 (d) and (e) } 2'-8 3/4"
Other Corrections (if any)

Winter Freeboard 2'-3 3/4"
Summer Freeboard 2'-1 1/4"
Indian Summer Freeboard
N. A. Winter Freeboard 1 1/2

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the ~~wood~~ iron deck with side.

Winter Freeboard from deck line 2'-4 1/2"
Summer " " " " 2'-2 3/4"
Indian Summer " " " "
N. A. Winter " " " "
2'-2 1/2"

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.

MARKING REPORT. 14/9/14

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Deep framing filled in line of ord. frames and rev. frames*
 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 in poop deck bulkhead*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *By a trunk* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Waterlight doors: 5'-0" x 3'-0"*
 What is the thickness of the Bridge Front plating? *32"* and Coaming plate? *36"*
 Give scantlings and spacing of the Stiffeners *7"x3" + .50" Bulwangles spaced 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 permanent means of closing, but openings to be temporarily shut by portable steel doors*
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes, 7'-0" high* 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? *By a bridge and on top of the bridge partly enclosed by strong steel deck house*
 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 *28" plating, 32" coamings, Stiffeners 3"x2 1/2" + 34" angles spaced 3'-0" apart*
 What is the height of the exposed Casings? *7'-0 1/2"* 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. 19'-2" x 13'-11 3/4"		No. 2. 21'-1" x 13'-11 3/4"		No. 3. 21'-1" x 13'-11 3/4"		No. 4. 21'-1" x 13'-11 3/4"			
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	18" above top of trunk 4'-6" deck.	18" above top of trunk 4'-6" deck.							
	Thickness	Sides .40" Ends .40"	Sides .40" Ends .40"		Similar to No. 2 hatch		Similar to No. 2 hatch			
SHIFTING BEAMS OR WEB PLATES.	Number	3 webs	3 webs	3 webs						
	Section and Scantlings	6" x .34"		2 1/2" x .34"		Similar to No. 2 hatch		Similar to No. 2 hatch		
	Material	Steel		Steel						
* FORE AND AFTERS.	Number									
	Section and Scantlings	None		None						
	Material	None		None						
HATCHES Thickness		3"		3"		3"		3"		
Remarks										

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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? *.50"* Strake between Main and Bridge Sheerstrakes? *.48" increased to .60" in way of hatch*

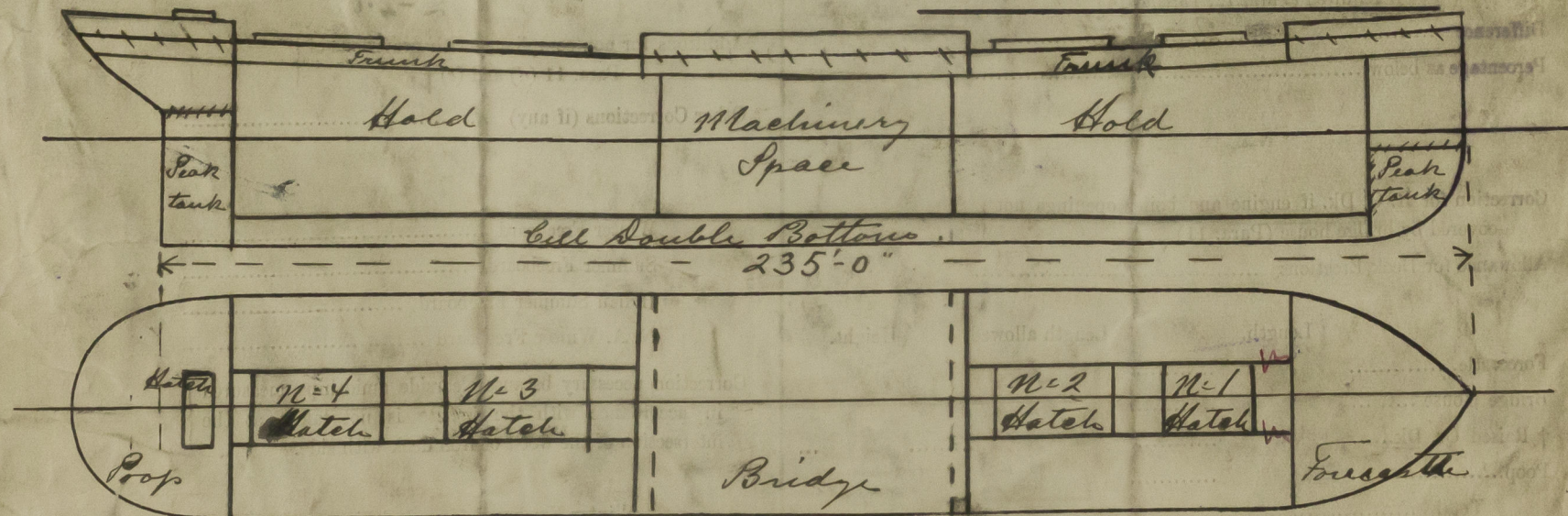
Delete the words { The Crew are, are not, berthed in the bridge house. that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well *63'-6" forward, 65'-0" aft.*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *13.1 fwd., 13.9 aft. Sq. ft.*

Ft.	Tenths.	Ft.	Tenths.	No.	Freeing Ports (each side of vessel) = <i>13.5 fwd., 13.1 aft. Sq. ft.</i>
3-0	x	1-5	x	3	
3-0	x	1-5	x	3	

Total deficiency or excess = *0* Sq. ft.



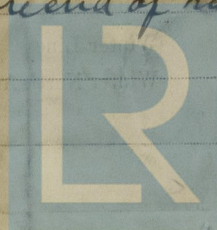
Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel: *Continuous trunk of 3'-0" height and 14'-0" breadth arranged aft. and effectively connected to the engine casing and Bridge d^r. Also trunk forward of same dimensions from poop front bulkhead to fore end of hatch No. 1*

Owners *J. H. Samme*

Address *Uddevalla*

Fee will be charged with the first entry report Received by me



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