

Lloyd's Register of Shipping.

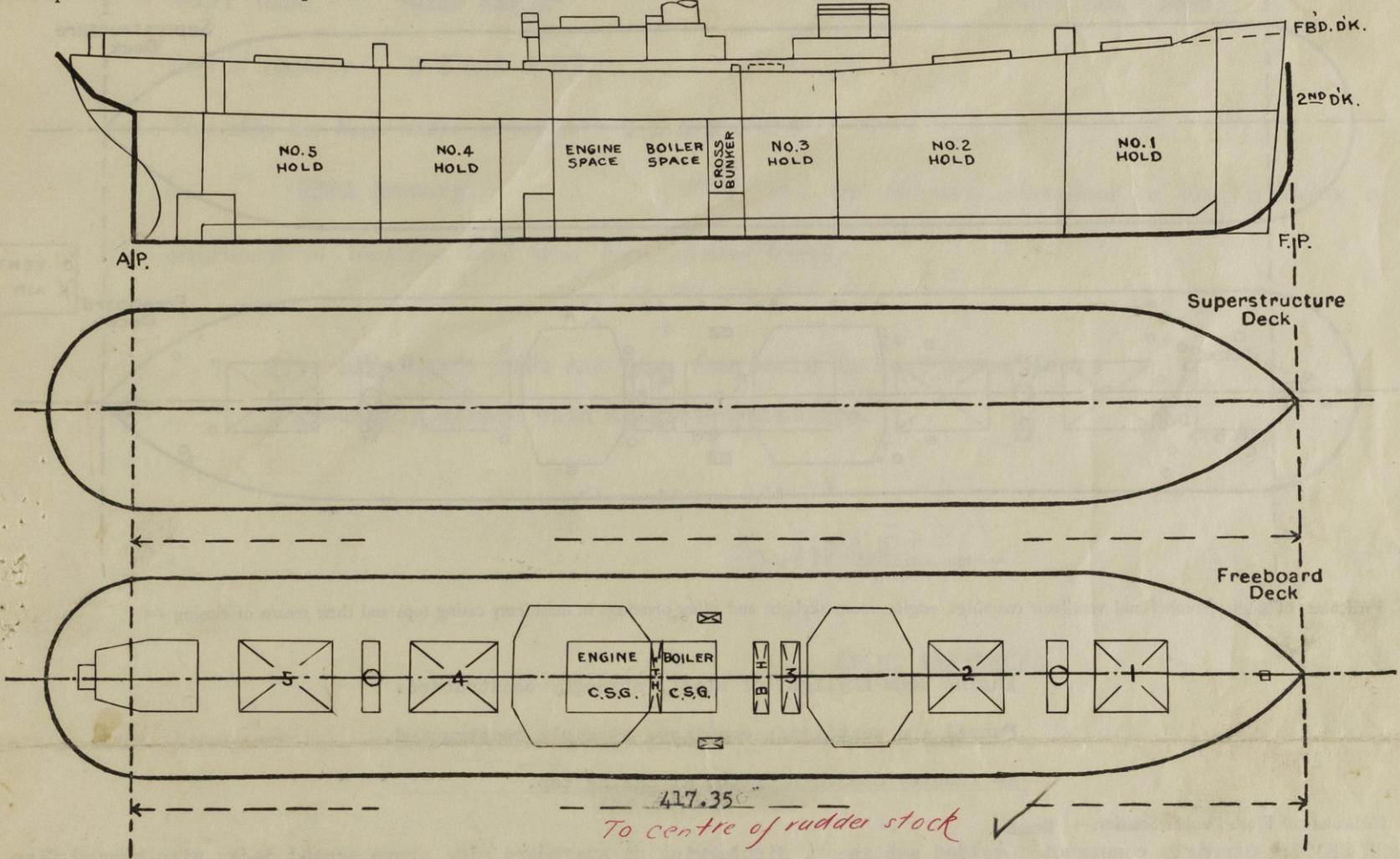
SURVEYS FOR FREEBOARD.

F24

"CLAN KEITH" (CONDITIONS OF ASSIGNMENT.)

Ship's Name ^{ex} S. S. "OCEAN VERITY" Port of Survey RICHMOND, CALIFORNIA
 Official Number (Not yet issued) 16858 Surveyor's Signature J. B. Coombs & Rennie
 Nationality and Port of Registry BRITISH---LONDON Southampton Date of Survey JUNE 1942
 GLASGOW

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—

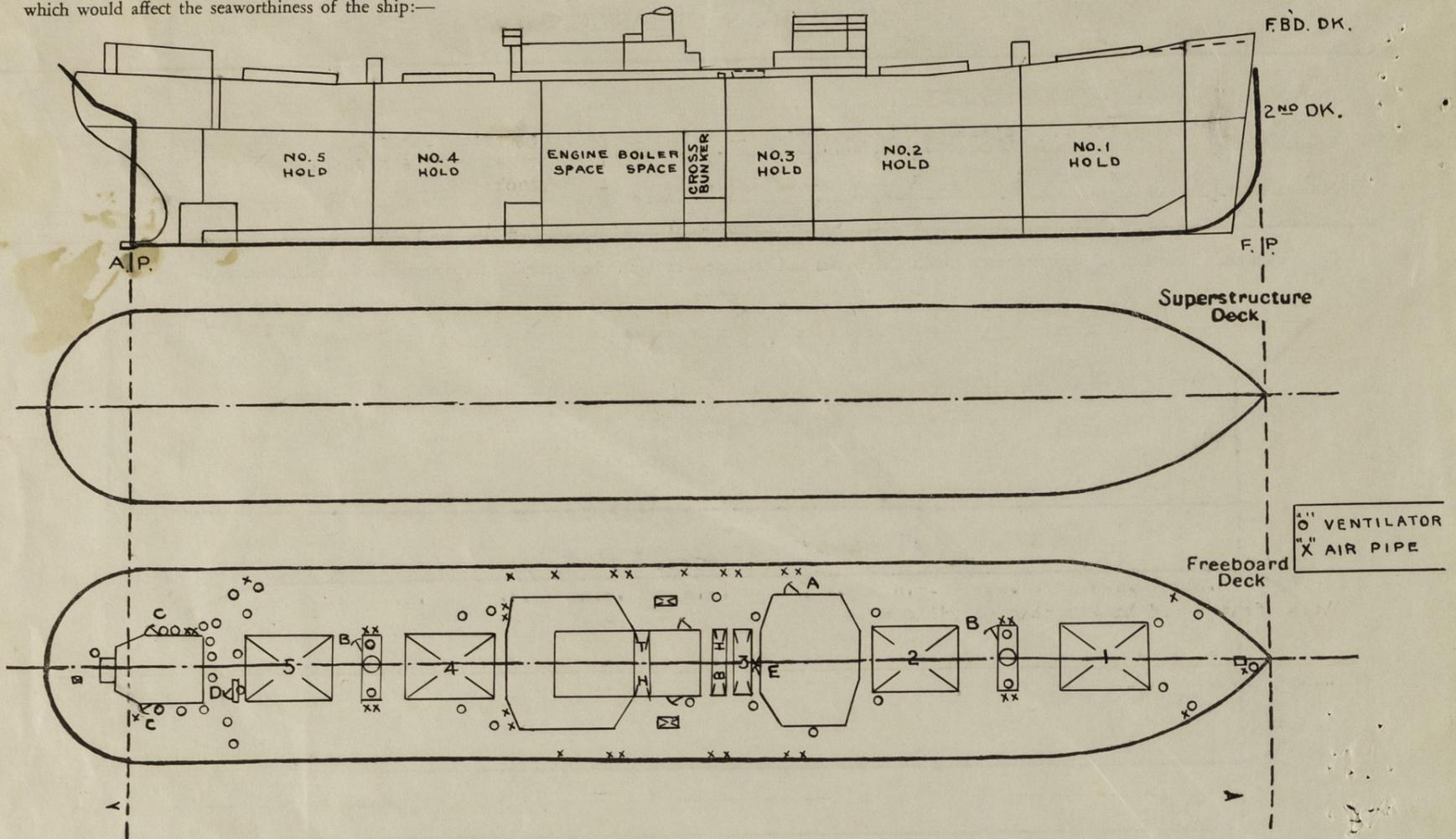


Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	X							
Raised Quarter Deck Bulkhead ...	X							
Bridge, After Bulkhead ...	X							
Bridge, Forward Bulkhead ...	X							
Forecastle Bulkhead ...	X							
Trunk, Aft ...	X							
Trunk, Forward ...	X							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks34"	.30"	2½"x2"x.25"	30"-39"	bkt'd or E.W. top continuous btm.	4'9"x2'	21"	10'6"
Exposed Machinery Casings on Superstructure Decks ...	X							
Machinery Casings within Superstructure bunks not fitted with Glass Polishing Appliances ... Mast Houses ...	X	.40"	3½"x3"x.31" & div. bhds.	30"	bkt'd	4'9"x2'	21"	7'6"
Deckhouses on Flush Deck Ships ...	X	.35"-.30"	3"x2½"x.31"	25" 30"	E.W. or bkt'd top & btm.	See Companionways		7'6"

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ...	X
Raised Quarter Deck Bulkhead ...	X
Bridge, After Bulkhead ...	X
Bridge, Forward Bulkhead ...	X
Forecastle Bulkhead ...	X
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	Hinged steel doors, manipulated from both sides
Exposed Machinery Casings on Superstructure Decks ...	X
Machinery Casings within Superstructure bunks not fitted with Glass Polishing Appliances ... Mast Houses ...	Hinged steel doors, manipulated from both sides
Deckhouses on Flush Deck Ships ...	Hinged steel and hardwood doors, manipulated from both sides

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship:—



Particulars of fiddley, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:—

Engine Room skylight of steel, strongly constructed.

Funnel and ventilator coamings, strongly constructed. ✓

No fiddley openings fitted at casing top.

Particulars of Flush Bunker Scuttles:— None

ASH SHOOT: Strongly constructed welded ash shoot, discharging on starboard side above second deck, with hinged flap at lower end. Strong welded steel hopper at starboard side of upper deck, protecting ash shoot openings in upper deck and boiler casing, fitted with hinged steel top cover plate efficiently secured, also with hinged steel door on out-board side of hopper, secured weathertight with closely spaced bolts; door openings 16" x 16", coaming 7" above deck. ✓

Particulars of Companionways:—

"A" opening 4'6" x 2' cmg. 21", with hinged steel weathertight door, in deckhouse side, to hold escape trunk
 "B" " 4'9" x 2' " 21" " " " " " " to hold escape trunk in mast houses.
 "C" " 4'8" x 2' " " " " " " solid hardwood door to after deckhouse encl. companionway to accom. spaces.
 "D" " 4'8" x 2' " " " " " " " strong steel companionway to tonnage well.
 "E" " 4'8" x 3'4" " " " double hinged solid hardwood doors to saloon deckhouse encl. access hatch to cabin store.
 All companionway doors operated from both sides. ✓

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

1 @ 12" dia., cmg. 36" x .34" to F. P. store
 2 @ 6" " gooseneck 30" to opening, to F. P. store
 6 @ 24" " cmg. 36" x .50" to cargo spaces
 5 @ 18" " " 36" x .50" " " "
 2 @ 12" " " 36" x .34" " " "
 4 @ 36" " " 30" x .46" " " " on mast houses ✓
 2 @ 12" " " 6'6" x .34" to deep tanks, efficiently stayed at deck
 2 @ 12" " " 36" x .34" to tonnage well
 1 @ 12" " " 36" x .34" to steering gear space
 1 @ 6" " " 36" x .32" to cabin store
 1 @ 12" " " 36" x .34" to after accommodation
 9 @ 6" " " 36" x .32" " " "
 2 @ 6" " gooseneck 30" to openings, to tweendeck bunkers ✓

All ventilators fitted with wood plugs and canvas covers. ✓

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

To peaks and double bottom tanks, 3" 2½" & 2" dia., opening 30" above deck.

To fresh water tanks built in below freeboard deck, 3" dia., opening 18" above deck, amidships (p & s); and 30" portside aft.

To deep tanks (1 p, 1 s) 6" dia., opening 27" above deck, abaft engineers' house.

All airpipes fitted with wood plugs. ✓



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Particulars of Gangway Cargo and Coaling Ports:—

N O N E

Particulars of Scuppers and Sanitary Discharge Pipes:—

No scuppers from spaces below freeboard deck discharge overboard, with exception of drains from insulated store in enclosed space on second deck, fitted with C. S. storm valves at ship's side below second deck (lp,ls), also with screw-down valves operated by control rods from the upper deck.

Sanitary discharges from spaces above freeboard deck fitted with C. S. storm valves at ship's side above level of second deck.

Sanitary discharges from "tonnage well" below freeboard deck aft fitted with C. S. storm valves at ship's sides; one on Portside above level of second deck from washplace; one on Starboard side below level of second deck from W.C.'s.

The discharges from tonnage well also fitted with check valves inboard of storm valves in accessible positions.

Particulars of Side Scuttles:—

To accommodation and steering gear spaces below freeboard deck aft, 10" dia., strongly constructed with brass frames and hinged steel deadlights.

To deckhouses on freeboard deck, 16", 15" 12" and 10" dia., strongly constructed with brass frames and hinged C. I. deadlights.

Vertical distance of Sill of lowest Side Scuttle above top of keel Side scuttles fitted below freeboard deck, aft only.

Vertical distance of sill of lowest side scuttle, 61' 9" forward of A.P., 37' 0" above top of Keel.

Particulars of Guard Rails:—

Strongly constructed steel bulwarks efficiently stayed, fitted on freeboard deck for about 28 ft. at fore end and abreast midship houses. Elsewhere on freeboard deck, strong steel stanchions 3'6" in height, spaced about 5' apart, with three rails.

Particulars of Gangways, Lifelines, etc:—

Provision made for rigging lifelines on each side of the vessel between the midship deckhouses, and from engineers' deckhouse to after accommodation.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well Amidships ...	130'	3' 6"	3' 0" x 9"	4	9.0 sq. ft.	x
Forward Well ...						
State position of each freeing port ... { Amidships: 4" above deck						
(F. and A. position and height above deck edge) { After Well Forward Well:—						
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— None						
Additional area where sheer is less than standard. x						



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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.											Casing top
←-----FREEBOARD DECK-----→											Saddle back
Description of Hatchway	1	2	3	4	5	Cr. Bkr.	Wings Bkr. (lp, ls)	To F.P. Store	To Steer Gear		
Dimensions of Hatchway	33'9"x20'	35'x20'	15'x20'	29'9"x20'	35'x20'	7'6"x20'	7'2"x4'	3'6"x2'6"	2'x2'	4'5"x18'6"	
COAMINGS	Height above Deck	30"	30"	30"	30"	30"	30"	24"	24"	9"x3 1/2"	
	Thickness (Sides)	.43"	.43"	.43"	.43"	.43"	.38"	.38"	.38"	x.44BA	
	Thickness (Ends)	.43"	.43"	.43"	.43"	.43"	.38"	.38"	.38"		
	Stiffeners	8x4x.43	8x4x.43	8x4x.43	8x4x.43	8x4x.43	8x4x.43	3 1/2 x 3 1/2 x .43	x	x	x
Brackets	3	3	1	3	3	x	x	x	x	x	
Stays	1	1	1	1	1	x	x	x	x	x	
Fl. Plate Ends	1	1	1	1	1	x	x	x	x	x	
HATCH BEAMS	Number	5	5	2	5	5	1				
	Spacing	5' 7 1/2"	5' 10"	5'	4' 11 1/2"	5' 10"	3' 9"				
	Scantling and Sketch	21"x8 1/4"	x	x	x	x					
	Bearing Surface	x59 lbs.									
FORE AND AFTERS	Number										
	Spacing										
	Unsupported Lengths										
	Scantling and Sketch										
Bearing Surface	x	x	x	x	x	x	x	x	x	x	
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.
	Thickness	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"
	How fitted	fore&aft	fore&aft	fore&aft	fore&aft	fore&aft	fore&aft	athw.	athw.	athw.	fore&aft
	Bearing Surface	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3"	2 1/2"	2 1/2"	3"
Spacing of Cleats	24"	24"	24"	24"	24"	23"	24"	24"	17"	21"	
Number of Tarpaulins	3	3	3	3	3	3	3	2	2	3	
*Are wood fore and afters steel shod at all bearing surfaces? x											
Are battens and wedges efficient and in good condition? Yes											
Are tarpaulins in good condition and in accordance with rule requirements? Yes											
Are lashings provided in accordance with rule requirements? Steel locking bars fitted to all hatchways											

Particulars of any special features:—

This vessel is of the closed shelter deck type, the tonnage opening abaft No. 5 hatchway being closed W. T. by a riveted steel plate, efficiently supported by a transverse beam.

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.

J. Rennie
June 8th 1942



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