

21.6

Newcastle-on-Tyne No. 88745.

Rpt. C.11.

B.T. COPY WRITTEN

Index No. 33079  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

14 JUN 1932

|  |                                  |                 |                         |               |  |  |
|--|----------------------------------|-----------------|-------------------------|---------------|--|--|
| Computation of Freeboard for Steamer, Sailing Ship, Tanker                               |                                  |                 |                         |               | Port of Survey   | NEWCASTLE                                  |
| having <b>POOP BRIDGE &amp; FORECASTLE</b>   |                                  |                 |                         |               | Date of Survey   | 9 <sup>th</sup> 8 <sup>th</sup> JUNE 1932. |
| (Type of Superstructures.)   |                                  |                 |                         |               | Name of Surveyor   | <i>Young</i>                               |
| Ship's Name  | Nationality and Port of Registry | Official Number | Gross Tonnage           | Date of Build |  |  |
| CITY OF DIEPPE   | BRITISH GLASGOW                  | 160254          | 7863<br><del>7560</del> | 1929 4        |  |  |
| Moulded Dimensions: Length 465.0 Breadth 58 Depth 34.11                                  |                                  |                 |                         |               | Particulars of Classification <b>+ 100 A.1.</b>  |  |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 17420 17463 tons |                                  |                 |                         |               | Added for carrying oil (Reg) 150T<br>for deck tank, fore peak tank, aft peak tank.<br>Added for oil fuel 629T. |  |
| Coefficient of fineness for use with Tables. 462 764                                     |                                  |                 |                         |               |  |  |

| Depth for Freeboard (D)   | Depth correction   | Round of Beam correction  |
|---|--|---|
| Moulded depth ... 34.92 ✓   | (a) Where D is greater than Table depth<br>(D-Table depth) R =<br>(35.00 - 31.00) 3 = +12.00 ✓ | Moulded Breadth (B) 58'   |
| Stringer plate ... .04 ✓  | (b) Where D is less than Table depth (if allowed)<br>(Table depth-D) R =                       | Standard Round of Beam = $\frac{B \times 12}{50} = 13.92$   |
| Sheathing on exposed deck<br>$T \left( \frac{L-S}{L} \right) = \frac{25 \times 65.25}{465} = .04$ ✓ |  | Ship's Round of Beam = 14 1/2"  |
| Depth for Freeboard (D) = 35.00 ✓   | If restricted by superstructures   | Difference .58  |
|   |  | Restricted to   |
|   |  | Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.58}{4} \left( 1 - \frac{.7435}{1} \right) = .04$ |

### DEDUCTION FOR SUPERSTRUCTURES.

|                         | Mean Covered Length (S) | Equivalent Enclosed Length (S <sub>1</sub> ) | Height | Height Correction | Effective Length (E) |
|-------------------------|-------------------------|--|--------|-------------------|----------------------|
| Poop enclosed ...       | 83'-9"                  | 83.75  | 10'-0" | ✓                 | 83.75                |
| " overhang ...          | 0                       |  |        |                   |                      |
| R.Q.D. enclosed ...     |                         |  |        |                   |                      |
| " overhang ...          |                         |  |        |                   |                      |
| Bridge enclosed ...     | 179'-6"                 | 179.5  | 8'-0"  | ✓                 | 179.5                |
| " overhang aft ...      | 0                       |  |        |                   |                      |
| " overhang forward ...  | 0                       |  |        |                   |                      |
| F'cle enclosed ...      | 82'-6"                  | 82.5   | 8'-0"  | ✓                 | 82.5                 |
| " overhang ...          | 0                       |  |        |                   |                      |
| Trunk aft ...           |                         |  |        |                   |                      |
| " forward ...           |                         |  |        |                   |                      |
| Tonnage opening aft ... |                         |  |        |                   |                      |
| " " forward ...         |                         |  |        |                   |                      |
| Total ...               | 345.75                  | 345.75                                       |        |                   | 345.75               |

|   |        |
|---|--------|
| Standard Height of Superstructure                   | 7.5' ✓ |
| " " R.Q.D.  | ✓      |
| Deduction for complete superstructure               | 42 ✓   |
| Percentage covered $\frac{S}{L} = 74.35\%$ ✓        |        |
| " " $\frac{S_1}{L} = 74.35\%$                       |        |
| " " $\frac{E}{L} = 74.35\%$                         |        |
| Percentage from Table, Line A. ✓                    |        |
| (corrected for absence of forecastle (if required)) |        |
| Percentage from Table, Line B. 68.35% ✓             |        |
| (corrected for absence of forecastle (if required)) |        |
| Interpolation for bridge less than 2L (if required) |        |
| Deduction = 42 x .6835 = -28.71                     |        |

### SHEER CORRECTION.

| Station             | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|---------------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|
| A.P. ...            | 56.50             | 1 |   | 56.50   | 64              | 64.00              | 1 |   | 64.00   |
| 1/2 L from A.P. ... | 25.14             | 4 |   | 100.56  | 28              | 27.85              | 4 |   | 111.40  |
| 2/3 L " ...         | 6.21              | 2 |   | 12.42   | 6               | 6.96               | 2 |   | 13.92   |
| Amidships ...       |                   | 4 |   |         | 0               |                    | 4 |   |         |
| 2/3 L from F.P. ... | 12.43             | 2 |   | 24.86   | 13              | 14.02              | 2 |   | 28.04   |
| 1/2 L " ...         | 50.29             | 4 |   | 201.16  | 56              | 56.1               | 4 |   | 224.40  |
| F.P. ...            | 113.00            | 1 |   | 113.00  | 129             | 129.0              | 1 |   | 129.00  |
| Total ...           |                   |   |   | 508.501 |                 |                    |   |   | 570.76  |

|  |  |
|--|--|
| Mean actual sheer aft = Excess                               |  |
| Mean standard sheer aft                                      |  |
| Mean actual sheer forward = Excess                           |  |
| Mean standard sheer forward                                  |  |
| Length of enclosed superstructure forward of amidships = .18 |  |
| " " aft of " = .20   |  |

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{62.26}{18} \left( \frac{75-37.17}{2} \right) = -1.31$  ✓

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.  
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 34.96  
Summer freeboard = 6.586  
Moulded draught (d) = 28.38

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 7.09 = 7" ✓

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 16625$

Tons per inch immersion at summer load water line

T = 56.2

Deduction =  $\frac{\Delta}{40T}$  inches

= 7.48

= 7 1/2 ✓

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$\frac{764}{762+680} = \frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

$\frac{1.442}{1.36}$

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

|  |        |
|--|--------|
| Tropical Fresh Water Line above Centre of Disc ... | 14 1/2 |
| Fresh Water Line " " ...                           | 7 1/2  |
| Tropical Line " " ...                              | 7      |
| Winter Line below " " ...                          | 7      |
| Winter North Atlantic Line " " ...                 | —      |

|                                    |          |
|------------------------------------|----------|
| Tropical Fresh Water Freeboard ... | 5-4 1/2  |
| Fresh Water " " ...                | 5-11 1/2 |
| Tropical " " ...                   | 5-11 3/4 |
| Winter " " ...                     | 7-1 1/4  |
| Winter North Atlantic " " ...      | —        |

16 JUN 1932

MARKING FORM

RECEIVED 16 - DEC 1933

RECEIVED 21 JUN 1932

002897-002906-0122/12



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

| HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS   |                       |       |                   |                  |                  |                  |                  |                  |                    |                  |                  |
|---|-----------------------|-------|-------------------|------------------|------------------|------------------|------------------|------------------|--------------------|------------------|------------------|
|   |                       |       | FORE              |                  | BRIDGE           |                  | POOP             |                  | UPPER DECK         |                  |                  |
| Description of Hatchway   | ...                   | ...   | N <sup>o</sup> 1  | N <sup>o</sup> 3 | N <sup>o</sup> 4 | N <sup>o</sup> 6 | N <sup>o</sup> 1 | N <sup>o</sup> 2 | N <sup>o</sup> 3   | N <sup>o</sup> 4 | N <sup>o</sup> 5 |
| Dimensions of Hatchway  | ...                   | ...   | 24' 9" x 18' 0"   | 24' 2" x 12' 13" | 15' x 18'        | 27' x 20'        | 24' 9" x 18' 0"  | 48' x 20'        | 24' 2" x 12' 13"   | 15' x 18'        | 39' x 20'        |
| COAMINGS  | Height above Deck     | ...   | 2'-8"             | 2'-4 1/2"        | 2'-8"            | 2'-8"            | 1'-6"            | 2'-8"            | 1'-6"              | 1'-6"            | 2'-6"            |
|   | Thickness             | Sides | .50               | .52              | .50              | .50              | .50              | .68              | .50                | .44              | .64              |
|   |                       | Ends  | .44               | .44              | .44              | .44              | .44              | .44              | .44                | .44              | .44              |
|   | Stiffeners            | ...   | 8" x 3/4 BA       | 9" x 3/2 BA      | 12" x 3/2 BA     | 11" x 3/2 BA     | 12" x 3/2 BA     | 15" x 4 x 4 x 60 | 9" x 3/2 BA        | 9" x 3/2 BA      | 15" x 4 x 4 x 60 |
|   | Brackets, Stays       | ...   | 5 @ 2" DIA        | 4 @ 2" DIA       | 2 @ 2" DIA       | 4 @ 2"           | 5 @ 2"           | 8 @ 2"           | 4 @ 2"             | 2 @ 2"           | 4 @ 2"           |
| HATCH BEAMS   | Number                | ...   | 5                 | 4                | 2                | 5                | 5                | 9                | 4                  | 2                | 7                |
|   | Spacing               | ...   | 4'-1 1/2"         | 4'-9 1/2"        | 4'-0"            | 5'-0"            | 4'-6"            | 4'-1 1/2"        | 4'-10"             | 4'-9 1/2"        | 5'-0"            |
|   | Scantling and Sketch  | ...   | 14 1/2" To 7 1/2" | 12" To 7 1/2"    | 11 1/2" To 8"    | 12 1/2" To 8"    | 14 1/2" To 9"    | 17 1/2" To 9"    | 21 1/2" To 10 1/2" | 16" To 8 1/2"    | 18" To 10"       |
|   |                       |       | .36               | .32              | .35              | .35              | .38              | .35              | .36                | .38              | .35              |
|   | Bearing Surface       | ...   | 3/2               | 3/2              | 3/2              | 3/2              | 3/2              | 3/2              | 3/2                | 3/2              | 3/2              |
| FORE AND AFTERS   | Number                | ...   |                   |                  |                  |                  |                  |                  |                    |                  |                  |
|   | Spacing               | ...   |                   |                  |                  |                  |                  |                  |                    |                  |                  |
|   | Unsupported Lengths   | ...   |                   |                  |                  |                  |                  |                  |                    |                  |                  |
|   | Scantling* and Sketch | ...   |                   |                  |                  |                  |                  |                  |                    |                  |                  |
|   | Bearing Surface       | ...   |                   |                  |                  |                  |                  |                  |                    |                  |                  |
| HATCH COVERS  | Material              | ...   | W.P.              |                  |                  |                  | W.P.             | W.P.             | W.P.               | W.P.             | W.P.             |
|   | Thickness             | ...   | 3"                |                  |                  |                  | 2 1/2"           | 3"               | 2 1/2" 13"         | 2 1/2"           | 3"               |
|   | How fitted            | ...   | F&A               |                  |                  |                  | F&A              | F&A              | F&A                | F&A              | F&A              |
|   | Bearing Surface       | ...   | 3"                |                  |                  |                  | 3"               | 3"               | 3"                 | 3"               | 3"               |
| Spacing of Cleats   | ...                   | ...   | 24"               | 24"              | 24"              | 20" To 24"       | 36" 24"          | 24"              | 24"                | 34"              | 24"              |
| Number of Tarpaulins  | ...                   | ...   | 2                 | 2                | 2                | 2                | 2                | 2                | 2                  | 2                | 2                |
| *Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/><br>Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/><br>Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/><br>Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/> |                       |       |                   |                  |                  |                  |                  |                  |                    |                  |                  |

Particulars of fiddle, funnel and ventilator coamings:—

Fiddle gratings protected by steel hinged covers.  
 Funnel & Vents in efficient condition  
 E.R. Skylight of Steel - strongly constructed.

Particulars of Flush Bunker Scuttles:—

NONE.

Particulars of Companionways:—

To Engine Room. aft end of Bridge House. Hinged Steel Door 3'-0" x 5'-0" Sill 18"  
 Secured by lock & knobs operated both sides.  
 Poop House. To Crews W.C.s on Upper Dk aft. P.S. Hinged Steel Door 2'-0" x 4'-11" Sill 15 1/2"  
 Secured by lock & knobs operated both sides.  
 Poop House to Crews Quarters on Upper Dk aft. Similar to W.C. entrance.

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

| FORE                  | F.P. STORE | 12" DIAM | 3'-0" HIGH | FORE WELL | N <sup>o</sup> 2 | 21" DIAM | 9'-8" HIGH | AFT WELL | N <sup>o</sup> 5 | 28" DIAM  | 12'-5" HIGH      |
|-----------------------|------------|----------|------------|-----------|------------------|----------|------------|----------|------------------|---|------------------|
| N <sup>o</sup> 1 Hold | 26"        | "        | 8'-0"      | BRIDGE    | N <sup>o</sup> 3 | 30"      | "          | 6'-1"    | POOP.            | N <sup>o</sup> 6  | 28"              |
| " T.D.                | 18"        | "        | 3'-0"      | "         | BKRS.            | 9"       | "          | 2'-9"    | "                | W.C.S.  | 3'-0"            |
| " "                   | 22"        | "        | 3'-0"      | "         | "                | 11"      | "          | 2'-9"    | "                | "   | DIAM 7" TO MOUTH |
| " "                   | 26"        | "        | 3'-0"      | "         | N <sup>o</sup> 4 | 25"      | "          | 10'-7"   | "                | VENTS ARE ALL VERY STRONG CONSTRUCTION.                               |                  |
| CREW Aft.             | 8"         | "        | 8'-0"      | "         | "                | 24"      | "          | 14'-3"   | "                | THE HIGH VENTS (WHERE MARKED ⊗) ARE WELL STAYED TO ADJACENT BULKHEADS |                  |
|                       |            |          |            |           |                  |          |            |          |                  | WOOD PLUGS & COVERS ARE ON BOARD                                      |                  |

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

FORE PEAK. Patent Atmos. W.T. Valve.  
 D.B. Janks Fore Well. 6" Diam 2'-9" to mouth  
 " " Bridge Deck 6" " 10 1/2" " " Fitted with gauge. Also on Poop Dk.  
 " " " 3 1/2" " 14 1/2" " " Canvas covers provided to all air pipes.  
 aft Peak Poop " 4" " 18" " "

Particulars of Gangway Cargo and Coaling Ports:—

2 Cargo Doors each side in Bridge Tween Dk.  
 Hinged Steel Door. 3'-4" x 5'-6" Well secured by 2 Strongbacks  
 with 2-1/4" bolts in each



Particulars of Scuppers and Sanitary Discharge Pipes — Scuppers in Wells thro Shell & Dk. Collinson type. Bridge Iween Dks. 3 Scuppers each side. Cast brass with storm valve. Thro shell above Deck. Bolted plate on inside. One in Forecastle & one in Poop P.S. similar. New Insulated space No 3 Bridge Iween Dk. 2 P.S. 2 1/2" Centre 2 1/2" diam led down to Bilge. Fore end of Crew Space aft. Scupper. Bent pipe thro deck & shell with brass storm valve. Sanitary Discharges and Wastes are all iron pipe with M.C.I. Storm Valves.

Particulars of Side Scuttles: In Forecastle, Bridge & Poop Iween Dks. 9" diam with hinged iron deadlights. Crew Space aft. 10" diam. with hinged deadlights.

Particulars of Guard Rails: — Fore Bulwark 4'-4" x 3'-3" high Stays 7 1/2" B.P. 5'-6" apart. Rails. Stanchions 3'-3" high spaced 4'-10" apart 3 Rails. Bulwark in Wells 4'-3" high. Stays 7 1/2" B.P. 4'-6" x 6'-0" apart. Rail 6" x 3" B.A. Bridge Rails 3'-4" high. Stanchions 4'-10" apart. Poop Rails 3'-4" " " 5'-0" "

Particulars of Gangways, Lifelines, etc.: — Crew Space aft. Gangway from Bridge to Poop 3'-0" broad well supported on Stanchions 2" diam spread to 4'-9" at foot. Rails 2 off 3'-1" high. Stanchions about 7'-0" apart.

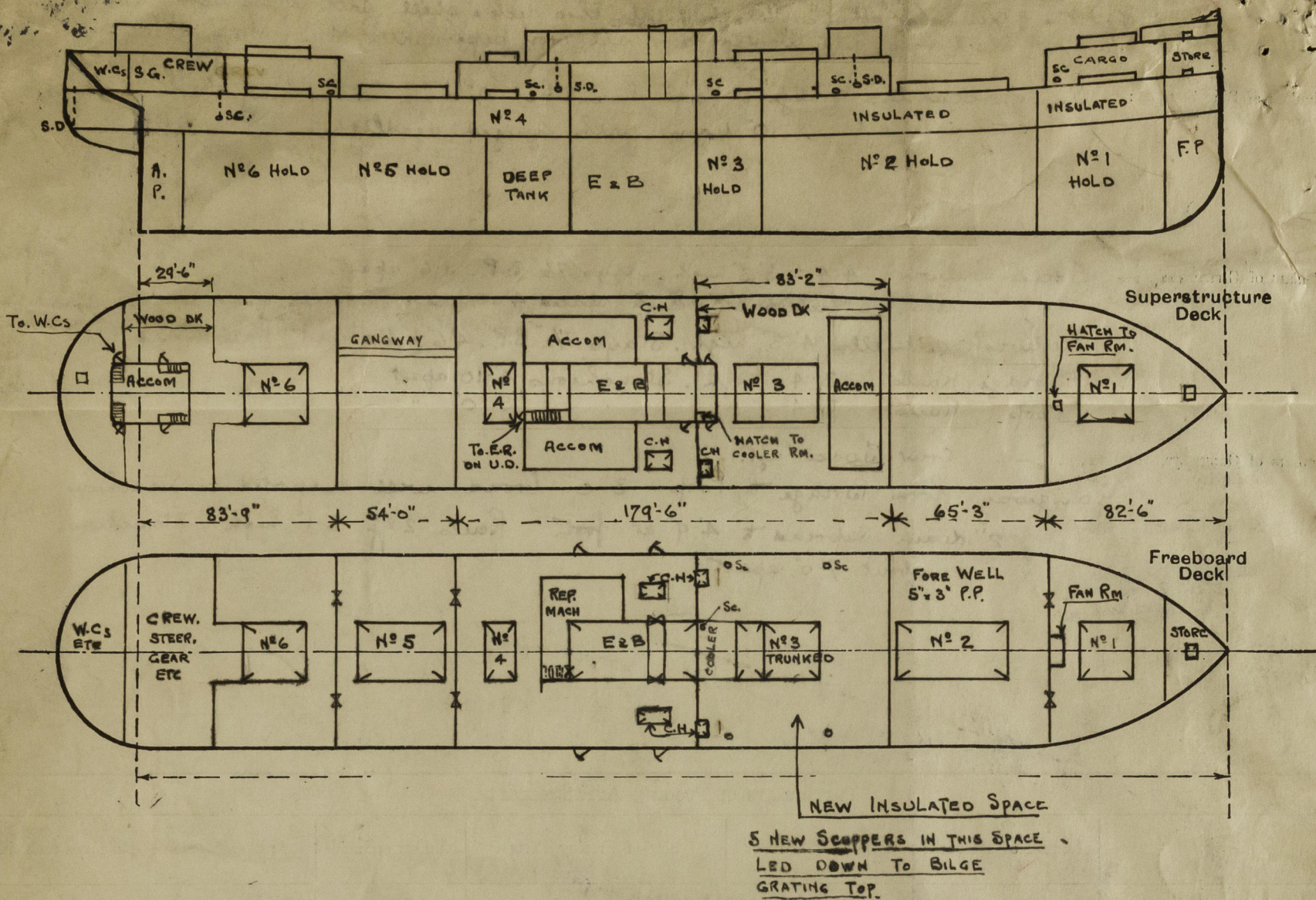
| Particulars of Freeing Arrangements.   |                   |                   |                       |                  |                      |                     |
|--|-------------------|-------------------|-----------------------|------------------|----------------------|---------------------|
|  | Length of Bulwark | Height of Bulwark | Size of Freeing Ports | Number each side | Area each side       | Rule area each side |
| After Well ... ..  | 54'-0"            | 4'-3"             | 2'-11" x 1'-7"        | 2 <sup>3</sup>   | 13.33<br>9.22 sq ft. | 11.9 sq ft.         |
| Forward Well ... ..  | 65'-3"            | 4'-3"             | 2'-11" x 1'-7 1/2"    | 3                | 14.23 sq ft.         | 13.05 sq ft.        |
| State position of each freeing port ... .. { After Well: — 7'-0" / 44'-6" / 51'-0" Sills. 17"<br>(F. and A. position and height above deck edge) { Forward Well: — 7'-0" / 27'-0" / 18"<br>State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: — HINGED SHUTTERS WITH 1 RAIL ACROSS.<br>Additional area where sheer is less than standard. |                   |                   |                       |                  |                      |                     |

| 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 ... ..   | .45     | .40     | 9" x 3 1/2" B.A.     | 2'-6"   | LUGS.                         | 4'-0" x 5'-1"    | 1'-8"                   | 10'-0"            |
| Raised Quarter Deck Bulkhead ...   |         |         |                      |         |                               |                  |                         |                   |
| Bridge, After Bulkhead ... ..  | .30     | .30     | 4" x 3" x 35         | 2'-9"   | BKT. EVERY 3 <sup>RD</sup>    | 4'-0" x 5'-1"    | 1'-8"                   | 8'-0"             |
| Bridge, Forward Bulkhead ... ..  | .48     | .42     | 9 1/2" x 3 1/2" B.A. | 2'-6"   | BKTS.                         | —                | —                       | 8'-0"             |
| Forecastle Bulkhead ... ..   | .33     | .33     | 4" x 3" x 30         | 3'-0"   | 4'-0" x 5'-0"                 | 4'-0" x 5'-0"    | 1'-3 1/2" ABOVE WOOD DK | 8'-0"             |
| Trunk, Aft ... ..  |         |         |                      |         |                               |                  |                         |                   |
| Trunk, Forward ... ..  |         |         |                      |         |                               |                  |                         |                   |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ...                        | .46     | .46     | 3 1/2" x 3 1/2" x 36 | 2'-0"   | BKTS (TOP)                    | 2'-0" x 5'-2"    | 1'-6"                   | 8'-0"             |
| Exposed Machinery Casings on Super-structure Decks ... ..                                  | .40     | .40     | 3 1/2" x 3 1/2" x 36 | 2'-6"   | " "                           | 2'-0" x 5'-0"    | 1'-3 1/2" (WOOD)        | 8'-0"             |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... .. |         |         |                      |         |                               |                  |                         |                   |
| Deckhouses on Flush Deck Ships ...   |         |         |                      |         |                               |                  |                         |                   |

| Particulars of Closing Appliances (state if capable of being manipulated from both sides). |   |                |
|--|---|----------------|
| Poop Bulkhead ... ..   | Steel Plate fastened by 14 hook bolts not thro. bulkhead.   | Plates         |
| Raised Quarter Deck Bulkhead ...   | ✓   | stiffened by 2 |
| Bridge, After Bulkhead ... ..  | Steel Plate fastened by 14 hook bolts not thro. bulkhead.   | Vert. Angles   |
| Bridge, Forward Bulkhead ... ..  | ✓   | 3 x 3 x 46.    |
| Forecastle Bulkhead ... ..   | Steel Plate fastened by 14 hook bolts not thro. bulkhead.   |                |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ...                        | Steel doors. fastened by lock and knobs operated both sides |                |
| Exposed Machinery Casings on Super-structure Decks ... ..                                  | do. do. do. do.   | do.            |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... .. | ✓   |                |
| Deckhouses on Flush Deck Ships ...   | ✓   |                |



Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



### SMALL HATCHES.

State any special features in the construction of the ship:—

|        | To F.P. STORE w. FOCLE | To FAN ROOM FOCLE | BUNKER HATCH BRIDGEDK | BUNKER HATCH BRIDGEDK | BUNKER HATCH U.D. | BUNKER HATCH U.D. | CASING TOP HATCH | POOP HATCH To STORE | HATCH IN GALLEY To COOLER |
|--------|------------------------|-------------------|-----------------------|-----------------------|-------------------|-------------------|------------------|---------------------|---------------------------|
| SIZE   | 3'-10" x 2'-6"         | 1'-10" x 1'-7"    | 4'-3" x 2'-4"         | 10'-0" x 9'-0"        | 14'-8" x 4'-0"    | 4'-6" x 2'-4"     | 7'-6" x 16'-0"   | 3'-5" x 4'-0"       | 2'-0" x 2'-0"             |
| HEIGHT | 1'-3"                  | 2'-0"             | 2'-4 1/2"             | 2'-8"                 | 9 1/2" BA         | 9 1/2" BA         | 8 1/2" BA        | 1'-9 1/2"           | 10" x .35                 |
| COVERS | STEEL .35              | STEEL W.T. .35    | W.P. 2 1/2"           | W.P. 3"               | W.P. 2 1/2"       | W.P. 2 1/2"       | W.P. 2 1/2"      |                     | STEEL W.T.                |
| B.S.   | SECURED                | ON RUBBER         | 2 1/4"                | 2 1/4"                | 2 1/4"            | 2 1/4"            | 3"               | STEEL               | COVER .42                 |
| CLEATS | BY 3/4"                | 8-3/4"            | 23"                   | 22"                   | 24"               | 20"               | 19"              | 8-3/4"              | 8-3/4 T.Bs                |
| TARPS. | BOLTS 3 1/2" PITCH     | T.Bs.             | 2                     | 2                     | 2                 | 2                 | 2                | T.Bs.               |                           |
|        |                        |                   |                       | 1 BEAM                |                   |                   |                  |                     |                           |

From D.W. SCALE.

| DRAFT  | Δ EXT. | T.P.I. |
|--------|--------|--------|
| 30'-0" | 17580  | 57.0   |
| 29'-0" | 16900  | 56.5   |
| 28'-0" | 16240  | 55.7   |

BATTENS WEDGES CLEATS & TARP<sup>LS</sup> ARE ALL IN GOOD CONDITION.

VESSSEL SURVEYED IN DRY DOCK.

INSULATION BEING FITTED IN N°3 BRIDGE TWEEN DK.

Builder's name and yard number MESSRS WM GRAY & Co. WEST HARTLEPOOL

Names of sister ships \_\_\_\_\_

Owners ELLERMAN LINES LTD (CITY LINE LTD)

Fee £ 15 : 6 : 0 - Received by me \_\_\_\_\_

