

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Verification Report

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPAR OR~~ ~~Complete Shells~~ ~~AWNING~~ DECK.

Port of Survey Mississippi
Date of Survey During construction
Name of Surveyor J.R. Dippie

Ship's Name <u>S. S. "RONA"</u>	Port of Registry and Nationality	Official Number	Gross Tonnage <u>6200 approx</u>	Date of Build <u>1918</u>	Particulars of Classification <u>100 A1 Steel Deck with freeboard</u>
Number in Register Book					

Registered dimensions from ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<u>400.0</u>	<u>54.06</u>	<u>32.26</u>	<u>5727.24</u>
Length on LOADLINE	<u>399.7</u>	Frame Depth <u>10</u> Rule <u>7 1/2</u> <u>6 3/4</u> <u>12.450</u> <u>55</u>	Ceiling <u>+20</u> Sheer <u>+45</u> <u>10 = +42</u> <u>at after end</u> <u>+ 5/16</u>	Peak } included Tanks } <u>at after end</u>
CORRECTED DIMENSIONS.	<u>399.7</u>	<u>53.55</u>	<u>33.32</u>	<u>5732.24</u>

Moulded Depth as measured	<u>27' 0"</u>	upper Deck.
"	<u>35' 0"</u>	Shelter Deck.

Co-efficient of fineness 815.80
Any modification necessary }
[Para. 4 (a) to (e)] }
Co-efficient as corrected 795.78
Ray 76 to upper deck

Allowance for strength in excess of Lloyd's rules =

State particulars— Vessel constructed on patent Cantilever framing with topside tanks to carry holsters. Ammunition taken to upper deck with strengthened topsides. Deep built. Angle framing. Complete shelter deck. Collision bulkhead extended to shelter deck. Orkers to upper deck. Cellular double bottom throughout. Fore & after peak tanks. Registered depth under deck tonnage to shelter deck.

CORRECTION FOR LENGTH:—
Length of Ship on Load Line.... 399.7
Length in Table 374
Difference..... 25.7
Correction for 10ft..... 7
× Difference ÷ 10 = 5.299
+ 5 1/4

Height of "Tween Decks..... 8' 0"
(From top of beam to top of beam at side)
Correction for Height of "Tween Decks in Spar-decked Ships.....

Freeboard Table B or C 3- 3 1/2
Correction for Length..... + 5 1/4
Correction for Height of "Tween Decks in Spar-decked Ships..... 3- 8 3/4
8-0
11- 8 3/4
Correction for Strength in excess of Lloyd's rules..... - 2- 7
9- 13 1/4
Correction for 3" wood sheathing on Iron Deck if required..... - 1/2
9- 14
Other Corrections (if any).....

Winter Freeboard..... 9- 14
Summer Freeboard..... 8- 7 1/4
Indian Summer Freeboard..... 8- 1 1/2
N.A. Winter Freeboard..... ✓

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the 3" wood deck with side

Winter Freeboard from Deck Line 9- 3
Summer " " " 8- 9
Indian Summer " " " 8- 3
N.A. Winter " " " ✓

8' 9" 7 1/4
6
6
✓

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (N.A.) Deck:—

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

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.
* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

Do all the Frames extend to the top Height in the Spar deck? *Yes*
 Do all the Frames extend to the top height in the Poop? *Yes* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Bull. angle frames*
 Has the Poop an efficient Iron Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Yes*
 Is the Poop connected with the Bridge House? *Yes* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Yes*
 What is the thickness of the Bridge Front plating? *Yes* and Coaming plate? *Yes*
 Give scantlings and spacing of the Stiffeners *Yes*
 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? *Yes*
 Is the Forecastle at least as high as the main or top-gullant rail? *7-6* 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, or enclosed by a Strong ~~Iron~~ Steel Deckhouse? *Yes*
 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 *all .40 4 1/2 x 3 x 42 atms. 36" apart*
 What is the height of the exposed Casings? *8-3* Are suitable means provided for closing all openings in them in bad weather? *Steel & wood doors with 18 coamings*
 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:— *As per approved plan*

Position and Size.		No. 1 29.3 x 24.0		No. 2 36.0 x 24.0		No. 3 30.0 x 24.0		No. 4 33.0 x 24.0		No. 5 15.0 x 24.0	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"		30"		30"		30"		30"	
	Thickness { Sides.....	.44		.44		.44		.44		.44	
	{ Ends.....	.44		.44		.44		.44		.44	
SHIFTING BEAMS OR WEB PLATES.	Number	5		6		5		5		2	
	Section and Scantlings	15-9 x 36 20-10 x 38		15-9 x 36 4 1/2 x 3 x 44		15-9 x 36 4 1/2 x 3 x 44		15-9 x 36 4 1/2 x 3 x 44		15-9 x 36 4 1/2 x 3 x 44	
	Material	Steel		Steel		Steel		Steel		Steel	
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness		3"		3"		3"		3"		3"	
Remarks.....											

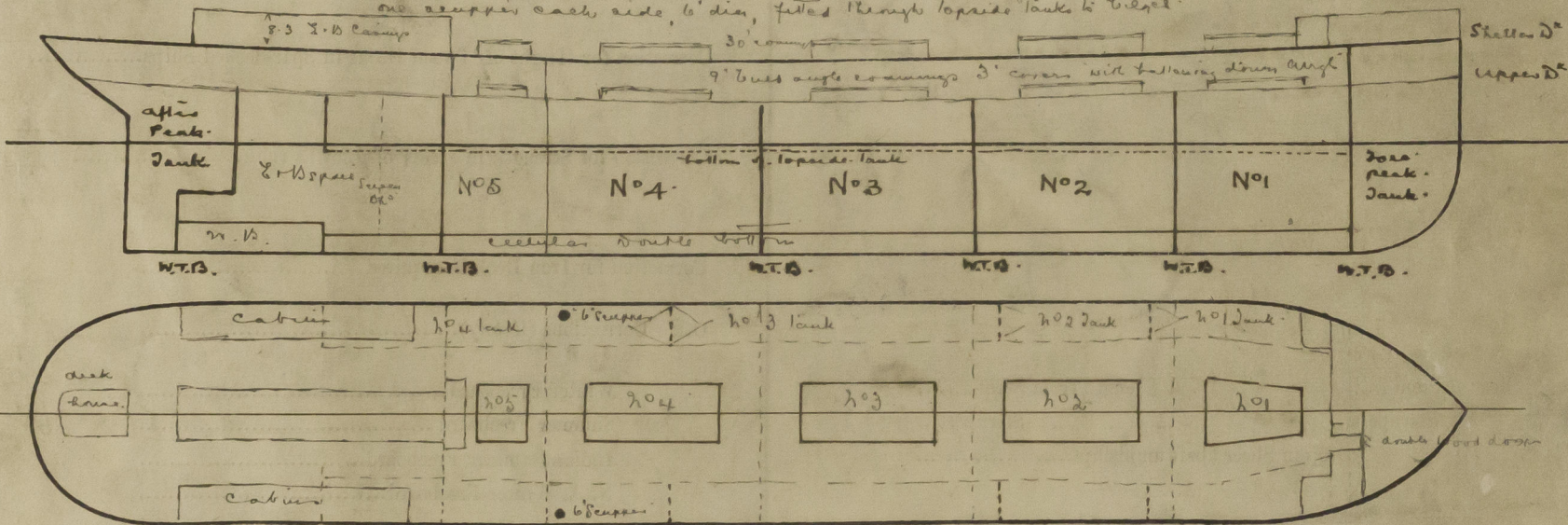
* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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.)

Under side of Keel below base line = 2 1/2"

Load Displacement 12950 tons. Tons per inch 43.70

No openings in Shell or Tank deck except side lights
 one scupper each side, 6' dia, fitted through topside tanks to keel.



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 *This vessel has been built in accordance with the approved plans forwarded herewith (11) Cantilever framing topside tanks to carry molasses, bulb angle framing, Cellular double bottom throughout, and fore & after peak tanks. The forward registration form is forwarded herewith. The tonnage bulkheads are as originally arranged, but complete battening down arrangements have been fitted to No. 5 hatchway. The Shelter deck hatchways regarding scuttles are as originally arranged approved with tonnage opening.*
 Builder *Messrs. R. Dixon & Co. Ltd. Diddleburgh.*
This vessel is similar to the Lums Vessel No. 544 RFA. Calif. Mar. Reg. No. 9422. which was converted.
 " Address *to carry oil in bulk was fitted with a Poop Bridge.*

Fee £ *7 : 7 : 0* } Received by me
8 : 8 : 0
 Gross tonnage *12950* available