

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD-STEAM SHIPS.

Rpt. 11b.
 Report Form No. 9
 attached.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOP, 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-on-Tyne
 Date of Survey 21st July 1927
 Name of Surveyor Thomas S. Shute

Ship's Name <u>Teakwood</u>	Port of Registry and Nationality <u>London British</u>	Official Number <u>149848</u>	Gross Tonnage <u>✓</u>	Date of Build <u>1927</u>	Particulars of Classification <u>100. A. 1. Carrying petroleum in bulk (Contemplated)</u>
Number in Register Book (Sup) <u>42952</u>					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>415.1</u>	<u>54.8</u>	<u>31.4</u>	<u>5613.20</u>
Length on LOADLINE.	<u>415.0</u>	Frame Depth $\frac{9}{2}$ Rule " $\frac{6}{2}$ 6 = 2 x 3 = .5" nosparings. + .33"	Ceiling + .20" Sheer + 1.10"	Peak <u>Included</u> . Tanks 840. Jam k + 45.0 tons Fore End Floots + 10.0 tons
CORRECTED DIMENSIONS.	<u>415.0</u>	<u>54.63</u>	<u>32.7</u>	<u>5668.20</u>

Moulded Depth as measured..... 31.6
 Addition for Keel below base line for draught record..... 1.78 inches.

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

Co-efficient of fineness..... .765
 Any modification necessary [Para. 4 (a) to (e)]* + .01.025
 Co-efficient as corrected7779

40. T as calculated to ord. from 55987. See back.
 $\frac{5598 \times 100}{415 \times 54.8 \times 31.06} = .792$
 Bottom Longitudinals

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>415.0</u>
Length in Table	<u>378.0</u>
Difference	<u>37.0</u>
Correction for 10ft., Table A.	<u>1.6</u>
Table C.	<u>.8</u>
× Difference divided by 10	<u>5.92</u> (if required.)
If $\frac{1}{10}$ the length covered divide by 2	<u>+6</u>
	<u>+3</u>

Sheer { Stem..... 111 } $177 \div 2 = 88.5$ Mean
 at { Sternpost ... 66 }

Sheer at $\frac{1}{2}$ of the length from { Stem 64.5 } $100.5 \div 2 = 50.25$ Mean
 { Sternpost 36.0 } $55 = 91.36$

Gradual mean Sheer $88.5 + 91.36 = 89.93$

Standard mean Sheer [Table, Para. 18] $\frac{51.50}{2}$ Correction

Difference..... $38.43 \div 4 = 9.61$

§ If limited as Para. 18 (f) - 9.61

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{7}$ the length covered4275
 Thickness of usual wood deck, less stringer $\frac{3}{2}$
1.49 - 1.2

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

¶ Fall in Sheer { Para. 18 (d) } $\div 2 =$ Lowest point of sheer amidships
 Length uncovered Correction

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>53.58</u>
Round of Beam	<u>1.12</u>
Normal round.....	<u>1.12</u>
Difference	<u>✓ \div 2 = ✓</u>
Proportion of Deck uncovered (Para. 19)	<u>✓</u>

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>5.0</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 3</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>8.0</u>
Difference	<u>2.7</u>
Percentage as below.....	<u>26.92</u>
	<u>8.68</u>

Freeboard, Table A	<u>8.2</u>
Correction for Sheer	<u>- 9.2</u>
Correction for Length	<u>+ 6</u>
Allowance for Deck Erections	<u>8.2</u>
Correction for Round of Beam.....	<u>✓</u>
Correction for fall in Sheer (if any).....	<u>✓</u>
Correction for Iron Deck (if required)	<u>- 1.2</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<u>✓</u>
Other Corrections (if any)	<u>✓</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ✓		
Allowance for Deck Erections	<u>- 8.2</u>	
Length.	Length allowed.	Height.
Forecastle..... <u>41.72</u>	<u>41.72</u>	<u>7.5</u>
Bridge House <u>27.97</u>	<u>27.97</u>	<u>7.5</u>
† Raised Qr. Dk.....		
Poop..... <u>107.75</u>	<u>107.75</u>	<u>7.5</u>
Total	<u>177.44</u>	
Length of Ship	<u>415.0</u>	<u>= .4275</u>
Corresponding percentage { (Para. 11, 12, 13, or 14) }	<u>26.92</u>	

Winter Freeboard	<u>7.0</u>
Summer Freeboard	<u>5.3</u>
Indian Summer Freeboard	<u>6.7</u>
N. A. Winter Freeboard	<u>✓</u>
Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side.	<u>+ 1.4</u>
Winter Freeboard from deck line	<u>7.2</u>
Summer " " " "	<u>6.9</u>
Indian Summer " " " "	<u>6.3</u>
N. A. Winter " " " "	<u>✓</u>

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

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

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† 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.

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 *Long. Fram. Raised Quarter Deck?* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Longitudinal Framing.*
 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 *Two openings = 3'-9" Closed with storm boards full height in riveted groove (and also steel coamings)*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Closed*
 What is the thickness of the Bridge Front plating? *.42* and Coaming plate? *.42*
 Give scantlings and spacing of the Stiffeners *Bull angle 8x3x.46 Spaced 30" & 33"*
 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? *Two openings = 3'-9" Closed with steel coamings & storm boards full height in riveted groove*
 Is the Forecastle at least as high as the main or top-gallant rail? *7'-6"* Has the Forecastle an efficient *Steel* 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? *Yes*
 Give thickness of plating; scantlings and spacing of Stiffeners
 What is the height of the exposed Casings? *7'-0"* 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.	Cargo Hatch. U. D. <i>3'-0" x 6'-0"</i>		O.T. main Cargo Hatches.		O.T. Summer Tank Hatches.		Ship.	Rule.	Ship.	Rule.
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.				
COAMING.	Height above top of DECK	<i>2'-6"</i>	<i>2'-0"</i>	<i>9"</i>	<i>9"</i>					
	Thickness {	Sides.....	<i>.44</i>	<i>.44</i>						
		Ends.....	<i>.44</i>	<i>.44</i>						
SHIFTING BEAMS OR WEB PLATES.	Number	<i>One</i>	<i>One</i>							
	Section and Scantlings	<i>Channel</i>	<i>12x3 1/2 x 3 1/2 x 50</i>							
	Material									
* FORE AND AFTERS.	Number									
	Section and Scantlings	<i>None</i>								
	Material									
HATCHES Thickness	<i>3"</i>	<i>2 1/2</i>	<i>Steel Covers .64</i>	<i>Steel Covers .64</i>						
Remarks.....	<i>Wood</i>		<i>Secured with turnbuckles.</i>	<i>Secured with turnbuckles.</i>						

* 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 not, berthed in the bridge house. *Garage fitted connecting P.B. & F.*
 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 *Forward = 117.78. aft = 120.78.*

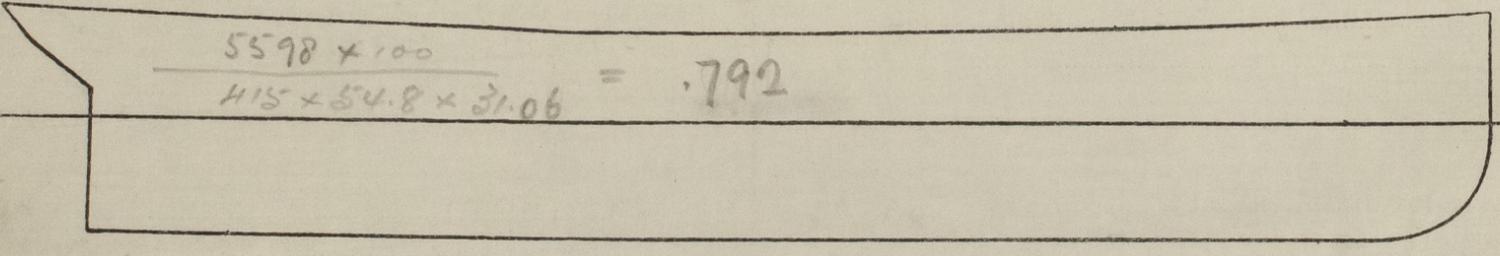
Area of Freeing Ports required by Para. 11 (e) each side of vessel = *2356.477 24.16* Sq. ft.

	Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports (each side of vessel) = <i>2374.75 23.7</i> Sq. ft. <i>also scupper thro' gunwale bar.</i>
<i>Forward</i>	<i>3'-0"</i>		<i>x 1'-7"</i>		<i>x 5</i>	
<i>aft</i>	<i>3'-0"</i>		<i>x 1'-7"</i>		<i>x 5</i>	

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

Class only

31.6
1.15
32.75
2.8
9.7
29.96
1.10
31.06



The under deck tonnage estimated by Sir. N. G. Armstrong, Whitworth & Co. L^{td} & calculated to a standard height of 32" floors & to a standard depth of frame of 6 1/2" is ~~6670 tons.~~ *5598* ~~area of sections taken by the plating etc.~~

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 *Approved plans in London*

Builder's name and yard number *Sir. N. G. Armstrong, Whitworth & Co. No. 1017.*

Names of sister vessels *None.* Provisional assignment dated *20th August 1926.*

Owners *The Sealwood Steamship Co. (1926) L^{td}*

Address

Approx Fee £ *11 : 0 : 0*

Received by me



Thomas & Shute