

Index No. **32111**
(For London Office only.)

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ~~ALL STEAM SHIPS, EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOP, AND BRIDGE HOUSE, 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.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<p>cc Ship's Name. 22</p> <p><u>Teakwood.</u></p> <p>Number in Register Book (Sup) 42952.</p>	<p>London</p> <p>British.</p>	<p>149848</p>	<p>✓</p>	<p>1927.</p>	<p>✠ 100. A. 1. Carrying petroleum in bulk (Contemplated.)</p>

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	415.1	54.8	31.4	5613.20
Length on LOADLINE.	415.0	^{mean} Frame Depth 9½ Rule " 6½ $b = 2 \times 3 = .5$ No sparling. $+ .33$	Ceiling + 2.0 Sheer + 1.10	Peak Included. Tanks E & B. Tanks $+ 45.0$ tons Fore End Floor $+ 10.0$ tons
CORRECTED DIMENSIONS.	415.0	54.63	32.7	5668.20

Moulded Depth as measured..... 31-6

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

Addition for Keel below base line
for draught record..... $1\frac{7}{8}$inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	415.0		
Length in Table	<u>378.0</u>		
Difference	37.0		
Correction for 10ft., Table A.	1.6	Table C.	.8
× Difference divided by 10	5.92	(if required.)	2.96
If the length covered divide by 2	+ 6		+ 3

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered $.4275$
 Thickness of usual wood deck, less stringer $3\frac{1}{2}$
 1.49 $-1\frac{1}{2}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	53.58	
Round of Beam	1.12	
Normal round.....	1.12	
Difference	✓	÷ 2 = ✓
Proportion of Deck uncovered (Para. 19)		✓

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

Sheer { Stem..... 111 } $177 \div 2 = 88.5$...Mean $36 \overline{) 39.86}$
at { Sternpost ... 66 } 1.10

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 $\frac{88.5 + 91.36}{2}$ = 89.93.

Standard mean Sheer [Table, Para. 18] 51.50 Correction

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

§ If limited as Para. 18 (f) 2 $- 9\frac{1}{2}$

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

$\left. \begin{array}{l} \text{¶ Fall in Sheer } \\ \text{Para. 18 (d) } \end{array} \right\} \div 2 = \text{Lowest point of sheer amidships}$
 Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	5'-0"	34
Correction for Length, if required (Para. 12, 13, and 14)	+ $\frac{3}{5'-3"} \times 10'$	34
Freeboard by Table A. corrected for sheer, and for length, } if required (Para. 12, 13, and 14) }	8'-0" X 10'	
Difference	2'-7 1/2"	8 1/4
Percentage as below.....	26.92	7.
		8.68

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } ✓

Allowance for Deck Erections - 8 $\frac{3}{4}$

	Length.	Length allowed.	Height.
Forecastle.....	41.72	41.72	7.5
Bridge House	27.97	27.97	7.5
† Raised Gr. Dk.....			
Poop.....	107.75	107.75	7.5
Total		177.44	
Length of Ship		415.0	= .4275
Corresponding percentage {			
(Para. 11, 12, 13, or 14) {	26.92	9.	

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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† 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.

+ 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.		O.T. main Cargo Hatches.		O.T. Summer Tank Hatches.			
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	2'-6"	2'-0"	9"	—	9"	—		
	Thickness { Sides.....	.44	.44						
	Ends.....	.44	.44						
SHIFTING BEAMS OR WEB PLATES.	Number	One	One						
	Section and Scantlings	Channel	12x3 1/2 x 3 1/2 x 50						
	Material	—	—						
* FORE AND AFTERS.	Number								
	Section and Scantlings	None							
	Material								
HATCHES Thickness		3"	2 1/2	Steel Covers .64	Steel Covers .64				
Remarks.....		Wood		Secured with turnbuckles.	Secured with turnbuckles.				

* 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. Gangway 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.

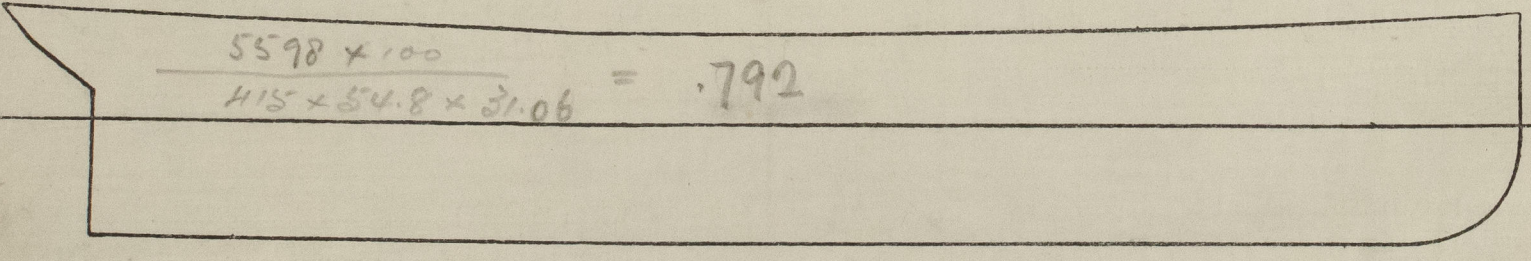
Length of Bulwarks in well Forward = 117.78. aft = 120.78.

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 2356.47 - 724.16 Sq. ft.

Ft. Tenths. Ft. Tenths. No.
Forward 3'-0" x 1'-7" x 5-
aft 3'-0" x 1'-7" x 5-

Freeing Ports (each side of vessel) = 237.475 23.7 Sq. ft. also scuppers thro' gunwale bars.

Total deficiency or excess = ✓ Sq. ft.



The under deck tonnage estimated by Sir. N. E. Armstrong, Whitworth & Co. Ld. & calculated to a standard height of 32" floors & to a standard depth of frame of 6 1/2" is 5598 tons. Areas of sections taken by the planimeter.

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. E. Armstrong, Whitworth & Co. No. 1017.

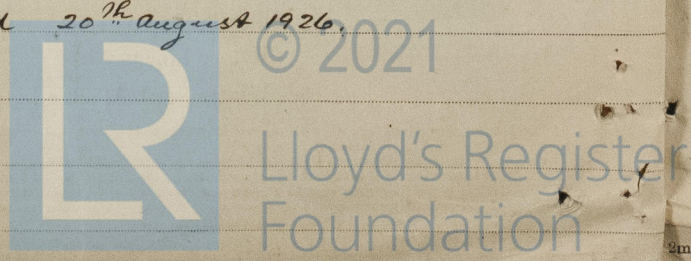
Names of sister vessels None. Provisional assignment dated 20th August 1926.

Owners The Oakwood Steamship Co. (1926) Ld.

Address ✓

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Thomas & Shute