

REC'D NEW YORK MAY 23 1921

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Surfplange 29943

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.
Northwest Bridge & Iron Company's hull No. 45.

Port of Survey Portland, Oregon,

Date of Survey While building

Name of Surveyor Walker Lane

Ship's Name. S. S. "SWIFTLIGHT"	Port of Registry and Nationality. New York	Official Number.	Gross Tonnage.	Date of Build. 1921	Particulars of Classification. 100 A.1. Shelter Deck with Freeboard contemplated.
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Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage
Length on LOADLINE	465	60.22	27.75	6016.22
		10.5	Ceiling + 20	Peak 53.26
		6.5	Sheer +.45	Tanks 8.89
		4.0		No 10 55.75
		2x4.0=.66		No 20 53.77
	No Sparring+.33		Add for D. B. 74.00	
CORRECTED DIMENSIONS.	465	59.89	28.44	6261.89

Moulded Depth as measured **29'-3"** Main Deck.
 " " " **36'-5"** Shelter Spar or Awning Deck. *36-3 on party*

Co-efficient of fineness **.79**
 Any modification necessary [Para. 4 (a) to (e)]
 Co-efficient as corrected **.79**

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

CORRECTION FOR LENGTH:—

Length of Ship on Load Line..... **465**
 Length in Table **351**
 Difference..... **114**
 Correction for 10ft..... **.75**
 x Difference ÷ 10 = **8.5**
+ 8 1/2"

Allowance for strength in excess of Lloyd's rules = **16"**

State particulars—

Height of "Tween Decks..... **7'-1" 2 7'-2**
 (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 **4-1 1/2**
 Correction for Length..... **+8 1/2**
4-10
 Correction for Height of "Tween Decks in Spar-decked Ships..... **7-2**
12-0
 Correction for Strength in excess of Lloyd's rules..... **1-4**
10-8

Correction for Iron Deck if required..... **-3 1/4**
10-4 3/4

Other Corrections (if any).....
 Winter Freeboard..... **10-4 3/4**
 Summer Freeboard..... **9-10 1/4**
 Indian Summer Freeboard..... **9-3 3/4**
 N. A. Winter Freeboard.....

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side } **+ 1 1/4**

Winter Freeboard from Deck Line **10-6**
 Summer " " " **9-11 1/2**
 Indian Summer " " " **9-5**
 Shelter N.A. Winter " " " **9-11 1/2**

Sheer at Stem **10588** at 1/4 length from Stem **5775**
69.42 Sternpost **3945** **72.98** Sternpost **2213**
56.50 Drop in Sheer abaft amidships..... **+55%**
12.92
 Shelter
 Round of Spar-deck Beam **11-9/16" in 58'-6"**
 " " Main-deck " **No Camber**

	Length	x	Height.	State if open or closed at ends.
Forecastle		x		
Bridge		x		
Poop		x		

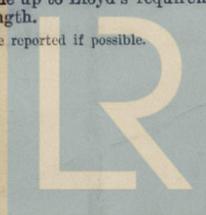
FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

14. 6. 21.	Fresh Water Line	above	centre of Disc	7 1/2
	Indian Summer Line	"	"	6 1/2
	Winter Line	below	"	6 1/2
	Winter North Atlantic Line	"	"	6 1/2

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.

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Do all the Frames extend to the top Height in the Spar deck? Longitudinal Framing Awning deck?

Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle?

To what height do the Reverse Frames extend? _____

Has the Poop an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead _____

Is the Poop connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead _____

What is the thickness of the Bridge Front plating? _____ and Coaming plate? _____

Give scantlings and spacing of the Stiffeners _____

Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

Has the Bridge House an efficient Iron Bulkhead at the after end?

How are the openings closed? _____

Is the Forecastle at least as high as the main or top-gallant rail? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?

Are the Engine and Boiler openings covered by a Bridge, Poop, } Yes
~~or enclosed by a Strong Iron or Steel Deckhouse?~~ }

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? Yes

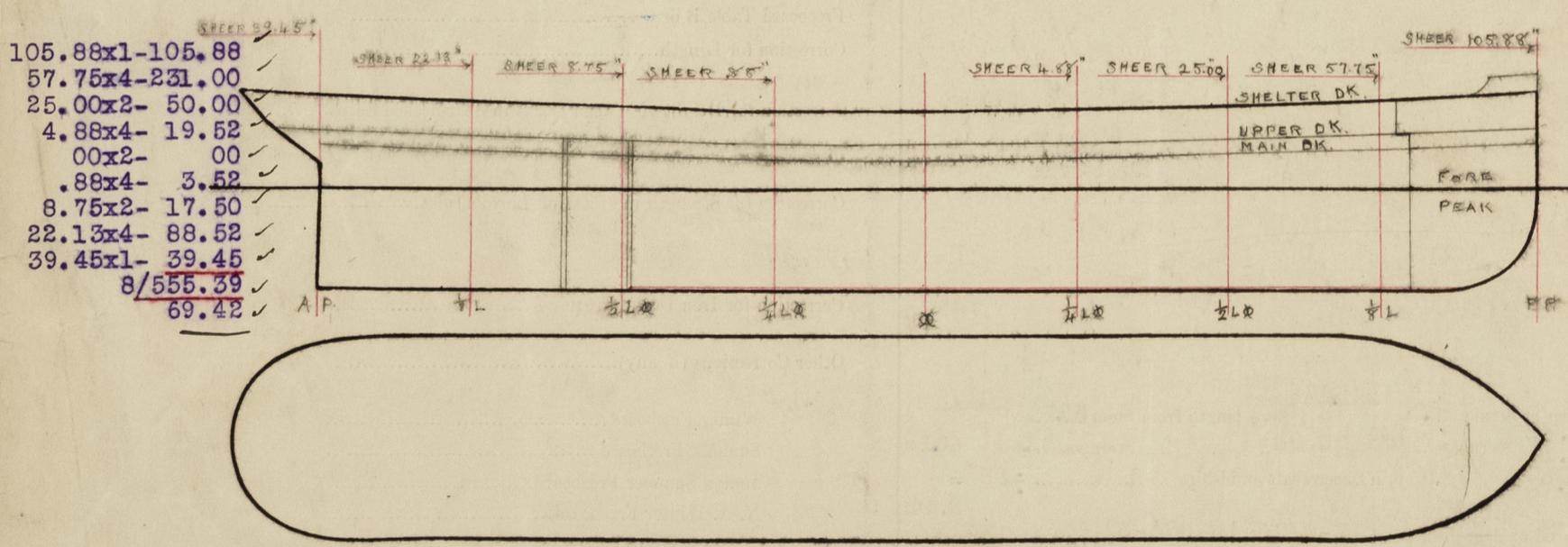
Give thickness of plating; scantlings and spacing of Stiffeners .40 ; 6x3 1/2 x 15 lbs. Channels spaced 27" apart.

What is the height of the exposed Casings? 9'-6" 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.	No. 1 Hatch 16'-8" x 18'-0"		No. 2 Hatch 18'-8" x 18'-0"		No. 3 Hatch 9'-4" x 18'-0"		Nos. 4, 5 & 6 18'-8" x 18'-0"		Ship.	Rule.
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.		
COAMING.										
Height above top of DECK	30"	30"	30"	30"	30"	30"	30"	30"		
Thickness	Sides.....	.44"	.44"	.44"	.44"	.44"	.44"	.44"		
	Ends.....	.44"	.44"	.44"	.44"	.44"	.44"	.44"		
SHIFTING BEAMS OR WEB PLATES.	Number.....	One Plate 24x38" As		Same as No. 1		One Plate 16"x36"		3 Plate 16"x.36"		
	Section and Scantlings.....	4 Angles 4"x3"x.50" fitted				4 Angles 4"x3"x9.8#		4 Angles 4"x3"x9.8#		
	Material.....	Steel				Steel		Steel		
* FORE AND AFTERS.	Number.....	5		Same as No. 1		None		None		
	Section and Scantlings.....	6"x3 1/2"x15#								
	Material.....	Steel								
HATCHES Thickness.....	50"Steel		50"Steel		3"		3"			
Remarks.....	Good		Good		Good		Good			

* 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.)



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 Isherwood Oil Tanker - Complete Shelter Deck Vessel.
Sister Ship of the S.S. "SWIFTEAGLE" built by the same Firm. The Fore Peak, After Peak, No. 1
Cofferdam, No. 2 Cofferdam and space between Upper & Shelter Dks. measured separately & given as follows:

Under Deck Tonnage to Upper Deck	6016.22	Double Bottom Aft exempted, No. 3 Cofferdam inc.
Fore Peak	53.26	
Aft Peak	8.89	in Under, Upper & Shelter Deck Tonnage.
No. 1 Cofferdam	55.75	
No. 2	53.77	
	6187.89	
Space between Upper & Shelter Dks.	1763.20	
Under Dk. Tonnage to Shelter Deck	7951.09	

Owners Swiftsure Oil Transport Co.,
Address 120 Broadway, New York.

Fee \$110.00 : 74.
8025.09
 Received by me

