

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

SAT 29 OCT. 1921

PARTICULARS RELATING TO ~~THE~~ STEAM SHIP ~~WITH~~ FLUSH DECKED, ~~OR WITH~~ TOP GALLANT FORECASTLES, SHORT POOPS 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 Southampton
Date of Survey While Building
Name of Surveyor John. A. Lawson

Steel screw motor vessel Ship's Name PHILO (Yard No 299) Number in Register Book	Port of Registry and Nationality. London	Official Number. 146199	Gross Tonnage. 332.47	Date of Build. 1921	Particulars of Classification. A.1 for River & Harbour Purposes only "Carrying Oil Fuel in Bulk" Hatch Port over 150 OF.
---	--	-----------------------------------	---------------------------------	-------------------------------	---

Registered dimensions from Ship's Register.	LENGTH. 140.6	BREADTH. 24.1	DEPTH. 12.25	UNDER DECK TONNAGE.
Length on LOADLINE.	140.0	Frame Depth Rule <i>no sparings</i>	Ceiling + 20 Sheer	Peak <i>Includ.</i> Tanks <i>in Tonnage</i> E.S +
CORRECTED DIMENSIONS.	140.0			

Moulded Depth as measured..... **13'-0"**

Addition for Keel below base line for draught record..... 1.....inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... **140.0**

Length in Table

Difference

Correction for 10ft., Table A. Table C.

x Difference divided by 10 (if required.)

If $\frac{1}{10}$ ths length covered divide by 2

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

Co-efficient of fineness.....

Any modification necessary [Para. 4 (a) to (e)]*

Co-efficient as corrected

Sheer { Stem..... **40** }
at { Sternpost ... **14** } **54 ÷ 2 = 27** ...Mean

at $\frac{1}{2}$ of the length from { Stem **10** }
{ Sternpost **3** } **13 ÷ 2 = 6.5** ...Mean

al mean Sheer **24.0** $\div 55 = 11.81$

ard mean Sheer [Table, Para. 18] **11.81** Correction

Difference..... **12.19 ÷ 4 =**

ited as Para. 18 (f)

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered

Thickness of usual wood deck, less stringer ✓

in Sheer { At front of bridge house..... }
midships { }
18 (e) { At after end of forecastle } ✓

in Sheer { }
18 (d) { } $\div 2 =$

uncovered Correction

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... **24.0**

Round of Beam **6**

Normal round..... **6**

Difference ✓ $\div 2 =$ ✓

Proportion of Deck uncovered (Para. 19)

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

ALLOWANCE FOR DECK ERECTIONS :—

ard, Table C.....

ion for Length, if required (Para. 12, 13, and 14)

ard by Table A, corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) }

nce

tage as below.....

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

ance for Deck Erections

	Length.	Length allowed.	Height.
TRUNKS	16.12	10.75	2.5'
House			
ed Qr. Dk.....			
Total			
th of Ship	140.0		
sponding percentage) ara. 11, 12, 13, or 14)			

Freeboard, Table A

Correction for Sheer

Correction for Length

Allowance for Deck Erections

Correction for Round of Beam.....

Correction for fall in Sheer (if any).....

Correction for Iron Deck (if required)

Additions for non-compliance with provisions of }
Para. 11 (d) and (e) † }

Other Corrections (if any)

Winter Freeboard ✓

Summer Freeboard ✓

Indian Summer Freeboard ✓

N. A. Winter Freeboard ✓

Correction necessary because clearside amidships, measured }
in accordance with the Statute is not taken at the }
intersection of the ~~wood~~ iron deck with side. }

Winter Freeboard from deck line ✓

Summer " " " " ✓

Indian Summer " " " " ✓

N. A. Winter " " " " ✓

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

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

the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible. 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. Flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

† 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.

See Philo (King's Lynn)



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

To what height do the Reverse Frames extend? across floors.

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck 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, 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 .26 2 1/2 x 2 1/2 x 28 angle stiff sp. 29" - 32"

What is the height of the exposed Casings? 3'-9" 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.	5'-4 1/2" x 6'-0"									
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30								
	Thickness	Sides	30							
		Ends	30							
SHIFTING BEAMS OR WEB PLATES.	Number									
	Section and Scantlings									
	Material									
* FORE AND AFTERS.	Number									
	Section and Scantlings									
	Material									
HATCHES	Thickness	2 1/2								
Remarks	WT									

* 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?

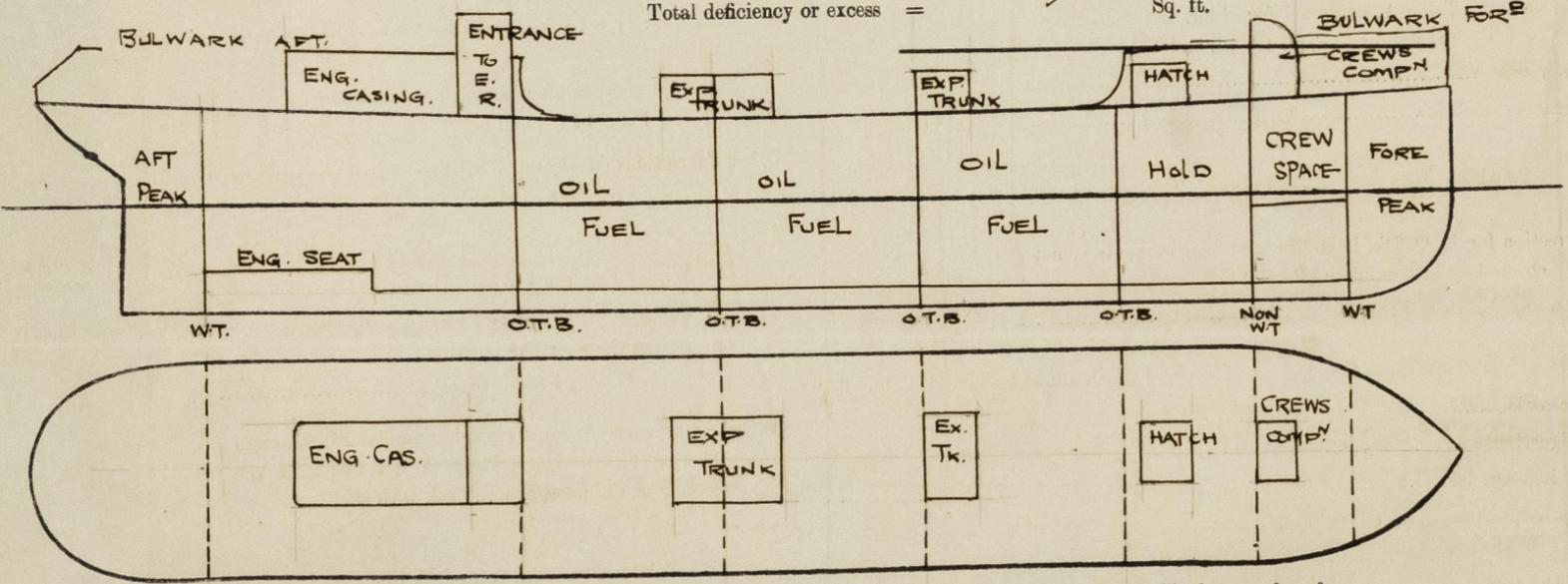
Delete the words The Crew are, are not, berthed in the bridge house.
that do not apply The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

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

Ft. Tenth.	Ft. Tenth.	No.	} Freeing Ports (each side of vessel) = <input checked="" type="checkbox"/> Sq. ft.
x	x	x	
x	x	x	

Total deficiency or excess = Sq. ft.



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 (copies of which are in the London Office) Reported to be a similar vessel to "PHERO" built by Kings Lynn Shipbuilding Co. Ltd. Foreboard requires for Boasting Port to Port.

Builders Messrs Camper & Nicholson, Ltd.

Owners Messrs Gosport Harbours

Fee £ 3 : 0 : 0 Received by me

