

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Index No. **32194**
(For London Office only.)

1543

Particulars relating to all steam ships either flush decked, or with 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 *St. Nazaire*
Date of Survey *during construction*
Name of Surveyor *R. Webster*

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>VERAIRE</i>	<i>Tonsberg</i> <i>NORWEGIAN</i>		<i>6455.14</i>	<i>1927.</i>	<i>4100A1. with freeboard contemplated</i>

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<i>452.8</i> <i>Norwegian measurements.</i>	<i>60.2*</i>	<i>28.0'</i>	<i>5733.68</i>
<i>450.92</i>	Frame Depth <i>10"</i> Rule <i>6"</i> <i>x2 = 58 3/4</i> <i>Spanning fitted</i>	Ceiling <i>fitted</i> Sheer <i>+76</i> <i>level tank</i>	Peak <i>included</i> Tanks
<i>450.92</i>	<i>59.62</i>	<i>28.76</i>	<i>5733.68</i>

Moulded Depth as measured *30.62'* = *30'-7 1/2"*
Addition for Keel below base line for draught record *1 1/16* inches.

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

CORRECTION FOR LENGTH

Length of Ship on Loadline *450.92'*
Length in Table *367.5*
Difference *83.42*
Correction for 10ft., Table A. *1.525* Table C. ☒
× Difference divided by 10 *12.72* (if required.)
If 1/10ths length covered divide by 2 *6.36 + 6 1/4"*

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered ☒
Thickness of usual wood deck, less stringer *3 1/2"* *-3 1/2"*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships *60.0'*
Round of Beam *14"*
Normal round *15"*
Difference *1* ÷ 2 = *.5*
Proportion of Deck uncovered (Para. 19) *.006*

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

at of fineness *742*
fication necessary *C.D.B.*
4 (a) to (e)* *72*
t as corrected

em *114*
ernpost *51* } *165* ÷ 2 = *82.5* ...Mean
of the length from { Stem *61.0*
Sternpost *29.75* } *90.75* ÷ 2 = *45.37* ...Mean
mean Sheer *82.49* ÷ *55* = *82.49*
mean Sheer [Table, Para. 18] *55.09* Correction
Difference *27.40* ÷ 4 = *6.85*
ed as Para. 18 (f) *4* *-6 3/4"*

Sheer { At front of bridge house ☒
ships {
(e) { At after end of forecastle ☒
Sheer {
(d) { ÷ 2 =
covered ☒ Correction

ALLOWANCE FOR DECK ERECTIONS :—

Table C *4'-6"*
for Length, if required (Para. 12, 13, and 14) ☒
by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) *7'-0 1/4"*
2'-6 1/4"
94.46%
28.58

for R. Q. Dk. if engine and boiler openings not by bridge house (Para. 11) ☒
or Deck Erections *28 1/2"*

Length.	Length allowed.	Height.
<i>45.5'</i>		<i>7.5</i>
<i>401.43</i>	<i>401.43</i>	
<i>4.46</i>		
<i>45.03</i>	<i>44.57</i>	<i>8.0</i>
<i>44.12</i>	<i>446.00</i>	
	<i>+ 2.46 = 1/2 diff.</i>	
	<i>448.46</i>	
	<i>450.92 = .9946</i>	

g percentage { *94.46%*
12, 13, or 14)

RD 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 " " "

Winter Freeboard *4'-10 1/2"*
Summer Freeboard *4'-4 1/2"*
Indian Summer Freeboard *3'-10 1/2"*
N. A. Winter Freeboard
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. *1 3/4"*

Winter Freeboard from deck line *5'-0 1/4"*
Summer " " " *4'-6 1/4"*
Indian Summer " " " *4'-0 1/4"*
N. A. Winter " " " *4'-6"*

MARKING FORM
15 DEC 1927
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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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skin planking, or ceiling are of unusual thickness the breadth of vessel to inside should be reported if possible.
When an allowance for deck erections under Para. 11 where the sheer drops abaft amidships is taken, 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 stern-post.

4'-4" from top of stringer plate as recommended by 12.12.27

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? ☒ Bridge House? ☒ Forecastle? ☒
 To what height do the Reverse Frames extend? *channel frames*
 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 *2 Oak hinged doors 5'-6" x 2'-1"*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* 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? *Yes* 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, 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" 0.75, 3 x 3 x .35 @ 32"*
 What is the height of the exposed Casings? *3 3/4" above Eng'g 40* 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: 31.42' x 18'		No 2: 34.85' x 18'		No 3: 34.85' x 18'		No 4: 34.9' x 18'		No 5: 34	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	36-39"		36-39"		36-39"		36-39"		36-39"	
	Sides	.50		.50		.50		.50		.50	
	Thickness	.45		.45		.45		.45		.45	
SHIFTING BEAMS OR WEB PLATES.	Number	Six		Seven		Seven		Seven		Seven	
	Section and Scantlings	1 1/4" - 8" x 38. plati		1 1/2" - 6" x 36"		do		do		do	
	Material	4 Angles 4 x 3 x .44 Steel		4 x 3 1/2 x .46 Steel							
* FORE AND AFTERS.	Number	None		None		do		do		do	
	Section and Scantlings										
	Material										
HATCHES Thickness		2 1/2 W.W.		2 1/2 W.W.		do		do		do	
Remarks											

* 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
 What is the thickness of the Bridge Sheerstrake? *Strake between Main and Bridge Sheerstrakes?*

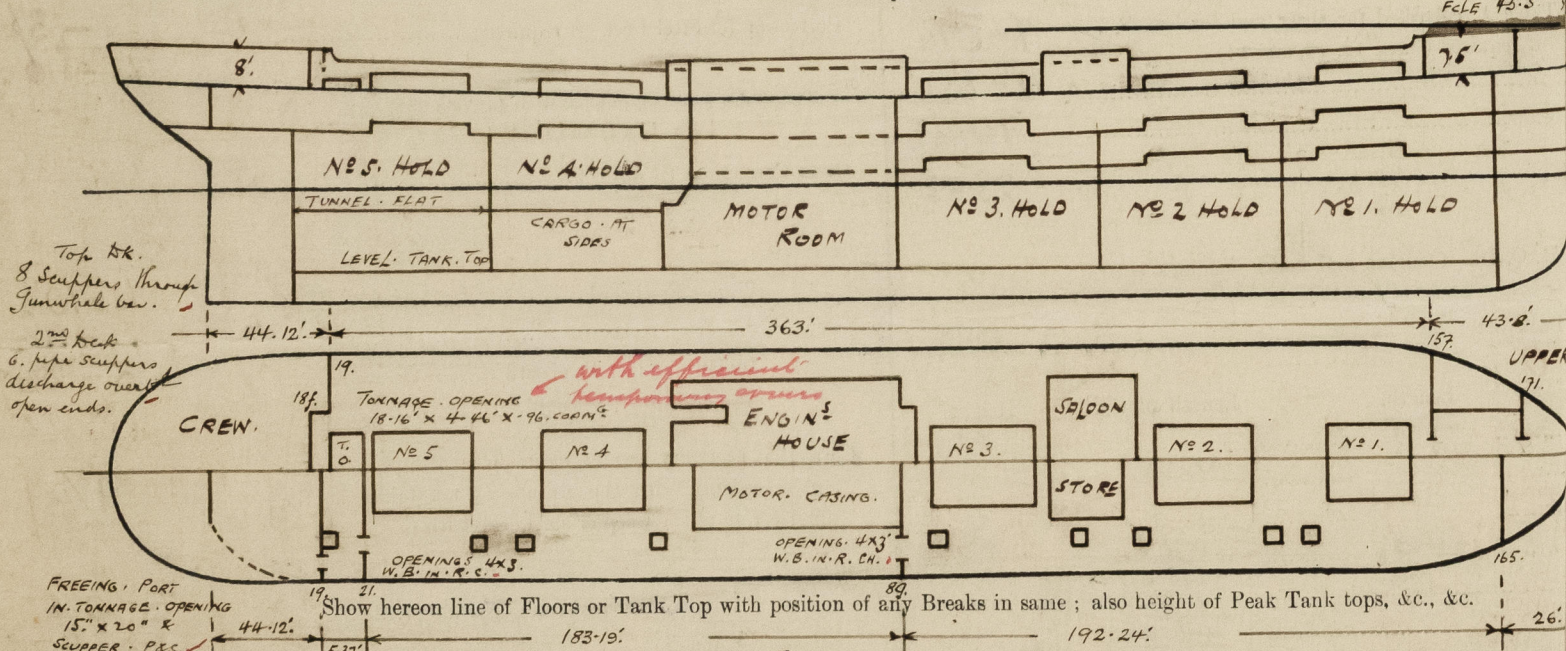
Delete the words that do not apply { The Crew are, are not, berthed in the bridge house.
 The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well *363' x 3.33.*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *72* Sq. ft.

Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = *65* Sq. ft. *As approved*

Total deficiency or excess = Sq. ft.



State any special features in the construction of the Vessel *None*

Builder's name and yard number *Societe Anonyme des Chantiers et Ateliers de St. Nazaire*

Names of sister vessels *None*

Owners *Messrs. Wih. Wilhelmsen*

Address *Oslo.*

Fee £ : Received by me *will be charged with first entry*



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