

27738

19 MAY 1931

# Lloyd's Register of Shipping

## SURVEYS FOR FREEBOARD - STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

New York Office Index No... 77  
Port of Survey... *Baltimore, Md*  
Date of Survey... *10th March 1931*  
Name of Surveyor... *H. C. Stewart*

Ship's Name. <i>S.S. "Spawick" (ed. Redman)</i>	Port of Registry and Nationality. <i>New York U.S.A.</i>	Official Number. <i>218293</i>	Gross Tonnage. <i>5689</i>	Date of Build. <i>1919-7</i>	Particulars of Classification. <i>+100A1</i>
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Owner... *Argonaut S.S. Line Inc.* Builder... *Whitcomb, A.P. Co.* Hull No... *348*  
 Moulded dimensions *400.5* x *54.0* x *32.75* (85% = *27.84*)  
 Moulded displacement at a moulded draught of 85 per cent. of moulded depth. *12,625 Tons*  
 Coefficient of fineness for use with tables... *.796*

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
Moulded depth	32.75	(a) When D is greater than $\frac{L}{15}$	$(D - \frac{L}{15}) \times R = (32.75 - 26.70) \times 3 = +18.33$	Standard	$\frac{54 \times 12}{50} = 12.96$
Stringer plate	.06	(b) When D is less than $\frac{L}{15}$ (if allowed).	$(\frac{L}{15} - D) \times R = \dots$	Ship	13.50
Sheathing in wells		If restricted by height of superstructures		Difference	.54
$T(\frac{L-S}{L}) =$				Restricted to	
Depth D =	32.81			Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{.54}{4} \times \frac{.495}{.505} = -.07$	

### SUPERSTRUCTURES.

	Mean Covered Length S	Effective Length S <sub>e</sub> (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed	35.75	35.75	8.25	✓	35.75
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	123.25	123.25	8.25	✓	123.25
" overhang aft					
" overhang forward					
Fore enclosed	43.25	43.25	8.25	✓	43.25
" overhang					
Trunks forward					
" aft					
Tonnage opening					

TOTAL =  $\frac{202.25}{400.5} = 50.50\%$   
 Length of ship (L) = 400.5  
 % Covered... = 50.50%  
 Corresponding %, corrected for absence of forecastle if required } A = ✓  
 B = 36.50%  
 Allowance ... = 42.0 x .3650 = -15.33  
 Correction for Bridge less than 2 L if required } ✓

### SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	30.0	50.05	50.0	1 4	3 0 0 0
2	7.5	28.15	7.5	4 2	3 0 0 0
3	-	12.5	-	2 4	-
4	-	3.13	-	4 2	-
5	-	6.26	-	2 4	-
6	-	25.0	-	4 2	-
F.P. 7	29.0	56.3	29.0	4 4	1 1 6 0 0
8	90.0	100.1	90.0	1 1	9 0 0 0 0

Mean effective sheer... =  $\frac{24 \cdot 18}{266.00} = 11.20$   
 Standard sheer .05 L + 5 = 25.02  
 Difference (Df) ... = 13.74  
 Allowance = Df x (.75 -  $\frac{S}{2L}$ ) = 14.94 (.75 - .252) = 7.44  
 If limited on account of amidship superstructure ... = ✓  
 If limited on account of excess sheer (1 1/2 in. per 100 ft.) ... = ✓

If excess sheer forward and deficient sheer aft:-

Actual sheer aft = ✓  
 Standard sheer aft = ✓  
 Actual sheer forward = ✓  
 Standard sheer forward = ✓

Length of enclosed superstructure = .308 L

Forward of amidships = .167 L  
 Aft of amidships = .141 L

### DRAFTS.

Moulded Depth D = 32' 9"  
 Stringer Plate = 3/4"  
 Freeboard = 7' 4 1/4"  
 Moulded draught = 25' 5 1/2"  
 Addition for keel below base line = 2"  
 Extreme draught = 25' 7 1/2"

### F. W. ALLOWANCE

Displacement =  
 Tons per inch =  
 40 x =

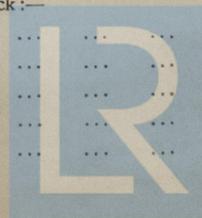
### TABULAR FREEBOARD (corrected for flush deck if required) =

Corrected for Coefficient	$\frac{.796 + .68}{1.36} = 1.476$		71.65
Correction for Depth	18.33	-	77.77
" Superstructures	7.44	15.33	
" Sheer	6.94	.07	
" Camber	-	-	
" Thickness of deck	-	-	
" Scantlings, etc.	25.27	-	
	25.77	15.40	+10.39
Summer Freeboard =			88.14

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

Tropical Fresh Water Line above centre of Disc	6 1/2"
Fresh Water Line	6 1/2"
Tropical Line	6 1/2"
Winter Line below	6 1/4"
Winter North Atlantic Line	6 1/4"

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Note:—The Rules referred to below are the Load Line Regulations of the United States Department of Commerce. (These should be consulted when completing the report.)

Is the poop or raised quarter deck connected with the bridge? No  
 Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? Yes  
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44). Stanged Steel M. T. Doors  
 Has the bridge an efficient steel bulkhead at the fore end? Yes  
 Give particulars of the means of closing the openings in this bulkhead. No openings  
 Has the bridge an efficient steel bulkhead at the after end? Yes  
 Give particulars of the means of closing the openings in this bulkhead. Stanged steel doors in plates bolted to bulkhead. Bolts through plates fully  
 Has the forecastle an efficient steel bulkhead at the after end? Yes  
 Give particulars of the means of closing the openings in this bulkhead. Stanged Steel M. T. Doors  
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? Covered by Bridge  
 If the openings are not so protected, are the exposed parts of the casing efficiently constructed? Yes  
 Give thickness of plating, scantlings and spacing of stiffeners  
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? Yes

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	.40"	.38"	.38"	.31"
Scantlings of stiffeners	6 x 3 1/2 x 13.5" angle	8 x 3 1/2 x 3 1/2 x .50 Ls	3 x 2 1/2 x 5.6"	4 x 3 x 3/8 angle
Spacing of stiffeners, and if bracketed	30"	2" Bracketed	29"	30"
Height of sills of openings above deck	17"	None	17"	17"

Particulars of weather deck hatchways. (In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges).

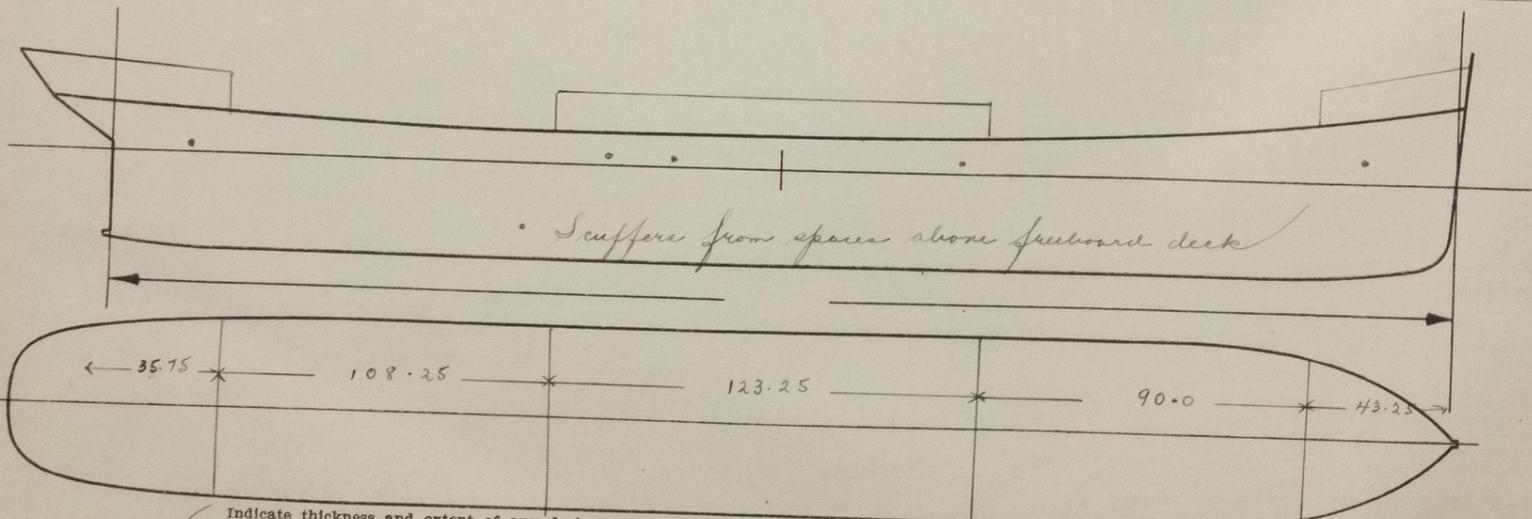
Position and Size.	No. 1 29'3" x 21'10"		No. 2, 3, 4, 5 29'5" x 21'10"							
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	30"									
Thickness	Sides	.47"	As in	No. 1						
	Ends	.47"								
SHIFTING BEAMS OR WEB PLATES.	Number	5								
	Section and Scantlings	24 x .38" 4 x 3 x .44"	As in	No. 1						
	Material	Steel								
* FORE AND AFTERS.	Number	✓								
	Section and Scantlings	✓								
	Material	✓								
HATCHES Thickness	3"		3"							
Remarks										

\* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? Yes  
 Are hatchway coamings stiffened in accordance with Rule 9? Yes  
 Length of bulwarks in wells—forward: 90 feet; aft: 108.25 feet.  
 Area of freeing ports required by regulations (Rules 30 and 100) forward: 18 sq. ft.; aft: 21.65 sq. ft.  
 No. Ft. x Ft.  
 Particulars of freeing ports fitted } forward well { 4 - 1.33 x 4.0 = 21.28 sq. ft.  
 on each side of vessel } after well { 4 - 1.33 x 4.95 = 25.27 sq. ft.  
 Are Rules 23 and 24 complied with as far as practicable? Yes  
 Are air pipes to tanks in accordance with Rule 25? Yes  
 Are all scuppers and sanitary discharge pipes in accordance with Rule 27? Yes

In oil tankers, what is the extent of the fore and aft gangway? \_\_\_\_\_ Are the crew berthed in the forecastle? (Rule 96). \_\_\_\_\_  
 Is the gangway strong and efficiently braced fore and aft? \_\_\_\_\_ State spacing of supports \_\_\_\_\_ feet.  
 In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100). \_\_\_\_\_  
 Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? \_\_\_\_\_

If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? Yes



Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any). Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: \_\_\_\_\_

Fee: \$ 80.00

Expenses (if any) \_\_\_\_\_

Signed St. A. Stewart  
 Surveyor to Lloyd's Register of Shipping.  
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