

SURVEYS FOR FREEBOARD.

COMPLETE SHELTER DECID.

Name of Surveyor W. H. L. L. L. L.

| Ship's Name. | Port of Registry and Nationality. | Official Number. | Gross Tonnage. | Date of Build. | Particulars of Classification. |
|--|-----------------------------------|------------------|----------------|----------------|--|
| "H. M. FLAGLER" Number in Register Book | BAYONNE U.S.A. | | 8208 | 1918 | ± 100 sq Shutter Deck C.P. Bulk (L.A.S. CONTINGENT) |

| Registered dimensions from Register. | LENGTH. | BREADTH. | DEPTH. | UNDER DECK Tonnage. |
|--|--------------|---------------------|-----------------------------|-------------------------|
| gth on ADLINE | 461.6' | 60.0' 60.25' x 1 | 27.78 | 6189.2 |
| | 462.75 | Frame Depth Rule | Ceiling allowance for Sheer | Peak 53.8 Tanks 32.6 |
| | | 3.3 x 2 = 6.6 | = .84 | 6275.6 |
| | no spar + 33 | | | 2105 |
| RECTED ENSIONS. | 462.75 | 60.03 | 26.94 | 6254.53 |

Co-efficient of fineness ~~82~~ 83
Any modification necessary }
[Para. 4 (a) to (e)•] }
Co-efficient as corrected 80 highest in table

Allowance for strength in excess of Lloyd's rules =

State particulars—

Complete steel decks.
O.T. Bldg to Shelter, SK in
way of oil tanks.
O.T. Bldg to Upper SK.
W.T. Bldg to Shelter SK.
WT Bldg to Upper SK.

clashes down the bottoms of stems
etc in fork hold.

exp flood in way of oil

to tourage opening-

Sheer at Stem 6' 6" ^{53.87} at length from Stem 23' 7" ^{44.375}
 Sternpost... 2' 5" ⁴ " " " Sternpost... 5' 4" ^{14.5}
 Drop in Sheer abaft amidships..... 0

Round of *SHELTER* Spar deck Beam..... 12"
 6/10, Main deck ,, 13"

| | Length | × | Height. | State if open or closed at ends. |
|------------------|--------|---|---------|----------------------------------|
| Forecastle | ✓ | × | | |
| Bridge | ✓ | × | | |
| Poop | ✓ | × | | |

Moulded Depth as measured 29' 8" ⁴/₄ Main Deck.
 " " " 37' 2" SHELTER Spar or Running Deck.

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.....
 Length in Table
 Difference.....
 Correction for 10ft.....
 × Difference ÷ 10 =

462.75
 356.00

 106.75

 8.4854
 $+ 8\frac{1}{2}$

Height of 'Tween Decks..... 7'6"
(From top of beam to top of beam at side)
Correction for Height of 'Tween Decks in Spar-decked Ships..... 7'6"

| | |
|---|-----------------------|
| Freeboard Table B or C | 4 - 3 $\frac{3}{4}$ |
| Correction for Length..... | + 8 $\frac{1}{2}$ |
| | <hr/> |
| | 5 0 $\frac{1}{4}$ |
| Correction for Height of 'Tween Decks in Spar-decked Ships..... | 7 - 6 |
| | <hr/> |
| | 12 - 6 $\frac{1}{4}$ |
| | - 6 $\frac{1}{2}$ |
| Correction for Strength in excess of Lloyd's rules..... | <hr/> |
| | 11 - 11 $\frac{3}{4}$ |

Table A Limit.

Correction for Iron Deck if required..... $- 3\frac{1}{2}$
 Other Corrections (if any)..... $11 - 8\frac{1}{4}$ ✓

| | |
|--|--|
| Winter Freeboard..... | 11 - 8 $\frac{1}{4}$ ✓ |
| Summer Freeboard | 11 - 13 $\frac{3}{4}$ ✓ |
| Indian Summer Freeboard..... | 10 - 10 $\frac{1}{2}$ ✓ |
| N. A. Winter Freeboard..... | 10 - 10$\frac{1}{2}$ ✓ |

Correction necessary because clearside amidships measured
in accordance with the Statute is not taken at inter-
section of the ~~wood~~ or iron deck with side } $+1\frac{1}{2}$

| | |
|---------------------------------------|------------|
| Winter Freeboard from Deck Line | 11 - 9 3/4 |
| Summer " " " | 11 - 3 1/4 |
| Indian Summer " " | 10 - 8 3/4 |
| N.A. Winter " " | ✓ |
| (Iron) Deck: — | 11 - 3 " ✓ |

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

| | | | | | | | | | |
|---------------------------------------|----------------------|-----|-----|-----|-----|-----|-----|-----|----|
| Fresh Water Line | above centre of Disc | ... | ... | ... | ... | ... | ... | ... | 6½ |
| Indian Summer Line | " " | " | ... | ... | ... | ... | ... | ... | 6½ |
| Winter Line | below | " | " | ... | ... | ... | ... | ... | 6½ |
| Winter North Atlantic Line | " | " | " | ... | ... | ... | ... | ... | 6½ |

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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s for a Spar-

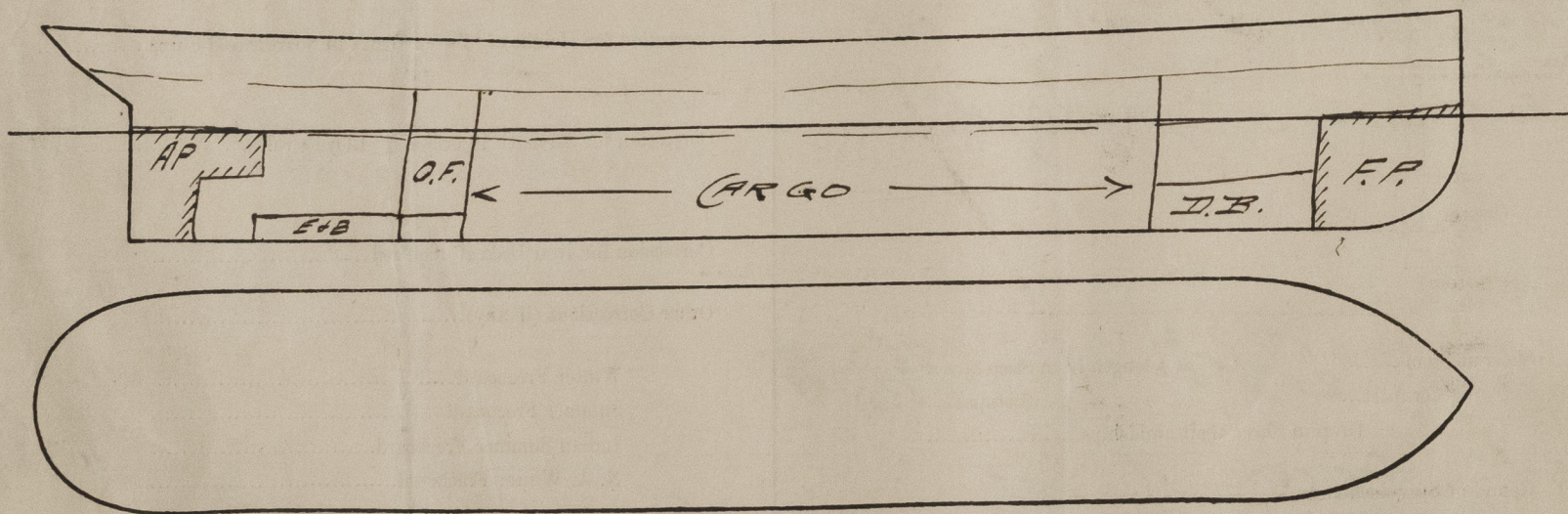
[P.T.O.]
Lloyd's Register
008068-008978-0089
MARKING SYSTEM
ESTABLISHED 1818

Do all the Frames extend to the top Height in the Spar deck? *Shelter Deck: Longitudinal Framing*
 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, *Steel Casings*
 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 *25" plate 9'3"x3/8" spaced 27"*
 What is the height of the exposed Casings? *7'6"* 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. 8'4"x12'6" | | 4 | | | | | | | |
|-------------------------------|------------------------------|--------------|-------------------|--|-------|-------|-------|-------|-------|-------|-------|-------|
| Item. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. |
| COAMING. | Height above top of DECK | 30" | 24" | Oil Tight hatches & Steel Covers | | | | | | | | |
| | Thickness { Sides..... | 4 1/4 | 4 1/4 | | | | | | | | | |
| | Ends..... | 4 1/4 | 4 1/4 | | | | | | | | | |
| SHIFTING BEAMS OR WEB PLATES. | Number | 1 | | | | | | | | | | |
| | Section and Scantlings | 12'x5'08" | I | | | | | | | | | |
| | Material | x436"x35'14" | | | | | | | | | | |
| * FORE AND AFTERS. | Number | | | | | | | | | | | |
| | Section and Scantlings | None | | | | | | | | | | |
| | Material | | | | | | | | | | | |
| HATCHES Thickness | | 3" | | | | | | | | | | |
| Remarks..... | | Spruce | | | | | | | | | | |

* 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. *There are no tonnage openings in Shelter deck & no Scupper holes opening into the Shelter deck sides. The I.B. tanks under E+B space (21.05 tons) are included in L.I.K. tonnage, and the A.P. tanks (32.58 tons) & F.P. tank (53.84 tons) are excluded from L.I.K. tonnage. The total net cubic capacity between top of I.B. tanks in E+B, holds and line of the tops of bottom longitudinal is 8363 & 4590 &.*

Owners *Standard Oil Co of N.Y.*
 Address *26 Broadway New York*
 Fee *\$50.00* Received by me



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