

# 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. 96  
 Port of Survey *Mobile, Alabama*  
 Date of Survey *19<sup>th</sup> May 1931*  
 Name of Surveyor *H. B. House*

Ship's Name. <i>S.S. "Gulfmaid"</i>	Port of Registry and Nationality. <i>Port Arthur Texas U.S.A.</i>	Official Number. <i>214827</i>	Gross Tonnage. <i>5225</i>	Date of Build. <i>1917-3</i>	Particulars of Classification. <i>+ 100 A1</i>
Number in Register Book <i>72401</i>	Owner <i>Gulf Refining Co.</i>	Builder <i>New York S. B. Co.</i>	Hull No. <i>172</i>		
Moulded dimensions <i>391.58' x 51' x 30.16'</i> (85% = <i>25.64</i> )					
Moulded displacement at a moulded draught of 85 per cent. of moulded depth <i>11,700 Tons</i>					
Coefficient of fineness for use with tables <i>.800</i>					

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER
Moulded depth ... ..	<i>30.16</i>	(a) When <b>D</b> is greater than $\frac{L}{15}$		Standard $\frac{51 \times 12}{50} = \dots$ <i>12.24</i>
Stringer plate ... ..	<i>(.62")</i>	$(D - \frac{L}{15}) \times R = (30.21 - 26.11) \times 3 = +$	<i>12.30</i>	Ship ... .. <i>13.00</i>
Sheathing in wells $T(\frac{L-S}{L}) =$	<i>✓</i>	(b) When <b>D</b> is less than $\frac{L}{15}$ (if allowed).		Difference ... .. <i>.76</i>
		$(\frac{L}{15} - D) \times R = \dots$	<i>✓</i>	Restricted to ... .. <i>✓</i>
Depth <b>D</b> = ... ..	<i>30.21</i>	If restricted by height of superstructures	<i>✓</i>	Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{.76 \times .65}{4} = -.12$

### SUPERSTRUCTURES.

	Mean Covered Length S	Effective Length S <sub>e</sub> (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed ... ..	<i>97.25</i>	<i>97.25</i>	<i>8.0</i>	<i>✓</i>	<i>97.25</i>
" overhang ... ..					
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge <del>enclosed</del> Open ... ..	<i>33.75</i>	<i>16.87</i>	<i>8.0</i>		<i>16.87</i>
" overhang aft ... ..					
" overhang forward ... ..					
F'cle <del>enclosed</del> Open ... ..	<i>31.83</i>	<i>23.33</i>	<i>8.0</i>		<i>23.33</i>
" overhang ... ..					
Trunks forward $8' \times 51' \times .9 = 3.11$			<i>3.0</i>	$\times \frac{3}{7.41}$	<i>1.26</i>
" aft $132.75' \times 51' \times .9 = 51.54$			<i>3.0</i>	$\times \frac{3}{7.41}$	<i>20.87</i>
Tonnage opening $16.87' \times 51' \times .9 = 6.55$			<i>3.0</i>	$\times \frac{3}{7.41}$	<i>2.65</i>

*Sheer Forward*

*68.38' 1 68.38'*  
*31.00' 3 93.00'*  
*10.25' 3 30.75'*  
*192.13'*

*Standard Sheer Forward*

*98.32' 1 98.32'*  
*43.70' 3 131.10'*  
*10.40' 3 32.40'*

TOTAL = *162.83* *137.45*  
 Length of ship (L) = *391.58* *391.58*  
 % Covered... = *41.58%* *35.10%*  
 Corresponding %, corrected for absence of forecastle if required **A** = *✓* **B** = *32.43%*  
 Allowance ... = *41.44*  $\times .3243$  = *-13.44*

### SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<i>30.50</i>	<i>49.16</i>	<i>30.50</i>	1	<i>30.50</i>
2	<i>9.19</i>	<i>21.85</i>	<i>9.19</i>	4	<i>36.76</i>
3	<i>-</i>	<i>5.45</i>	<i>-</i>	2	<i>-</i>
4	<i>-</i>	<i>-</i>	<i>-</i>	4	<i>-</i>
5	<i>10.25</i>	<i>10.90</i>	<i>10.25</i>	2	<i>20.50</i>
6	<i>31.00</i>	<i>43.70</i>	<i>31.00</i>	4	<i>124.00</i>
F.P. 7	<i>68.38</i>	<i>98.32</i>	<i>68.38</i>	1	<i>68.38</i>

If excess sheer forward and deficient sheer aft: *✓*

Actual sheer aft = *✓*  
 Standard sheer aft = *✓*

Actual sheer forward = *192.13*  
 Standard sheer forward = *262.12*

$\therefore$  allow *73.3%* of open Fx.

Length of enclosed superstructure

**L**

Forward of amidships = *✓*

Aft of amidships = *✓*

Mean effective sheer ... .. = *18* *280.14*  
 Standard sheer .05 **L** + 5 = *15.56*  
 Difference (Df) ... .. = *24.58*  
 Allowance =  $Df \times (\frac{S}{2L}) = 9.02 (\frac{.75 - .208}{2}) = +4.89$   
 If limited on account of amidship superstructure ... .. = *✓*  
 If limited on account of excess sheer ( $1\frac{1}{2}$  in. per 100 ft.) ... .. = *✓*

### DRAFTS.

Moulded Depth **D** = *30' 2"*  
 Stringer Plate = *1/2"*  
 Freeboard *30' 2 1/2"*  
 Moulded draught *5' 9 1/2"*  
 Addition for keel below base line *2"*  
 Extreme draught *24' 7"*

### F. W. ALLOWANCE

Displacement = *11090*  
 Tons per inch = *41.25*  
 $\frac{11090}{40 \times 41.25} = 6\frac{3}{4}$

### TABULAR FREEBOARD

(corrected for flush deck if required) = *60.57*  
 Corrected for Coefficient  $\frac{.800 + .68}{1.36} = \frac{1.48}{1.36} = 1.09$  = *65.91*  
 Correction for Depth ... ..  
 " Superstructures ... ..  
 " Sheer ... ..  
 " Camber ... ..  
 " Thickness of deck ... ..  
 " Scantlings, etc. ... ..

Summer Freeboard = *69.54*

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

Tropical Fresh Water Line above centre of Disc ... ..  
 Fresh Water Line " " " ... ..  
 Tropical Line " " " ... ..  
 Winter Line below " " ... ..  
 Winter North Atlantic Line " " " ... ..



© 2020 Lloyd's Register Foundation  
 27/6/31



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) Steel hinged w. 2 doors  
Has the bridge an efficient steel bulkhead at the fore end? no - Open Bridge  
Give particulars of the means of closing the openings in this bulkhead ✓  
Has the bridge an efficient steel bulkhead at the after end? no - open Bridge  
Give particulars of the means of closing the openings in this bulkhead ✓  
Has the forecastle an efficient steel bulkhead at the after end? no open  
Give particulars of the means of closing the openings in this bulkhead ✓  
Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? covered by poop  
If the openings are not so protected, are the exposed parts of the casing efficiently constructed? ✓  
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	<u>3/8"</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>
Scantlings of stiffeners	<u>8 x 3 1/2 x 7/16 BA. 4s</u>	<u>Open</u>	<u>Open</u>	<u>Open</u>
Spacing of stiffeners, and if bracketed	<u>30" Long</u>			
Height of sills of openings above deck	<u>18 1/2"</u>			

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.	20 ft. Hatch		40 ft. Hatch		50 ft. Hatch		60 ft. Hatch		70 ft. Hatch	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of DECK	<u>18 1/2"</u>	<u>15</u>	<u>16</u>	<u>16 x 3 1/2 x 1/2</u>	<u>6 x 3 1/2 x 1/2</u>	<u>30" coaming</u>	<u>15</u>			
Thickness	<u>3/8</u>	<u>3/8</u>	<u>7/16</u>	<u>angle</u>	<u>angle</u>	<u>3/8</u>	<u>3/8</u>			
SHIFTING BEAMS OR WEB PLATES										
Number	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>			
Section and Scantlings	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>			
Material	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>			
* FORE AND AFTERS										
Number	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>			
Section and Scantlings	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>			
Material	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>			
HATCHES Thickness	<u>3/8</u>	<u>3/8</u>	<u>3/8</u>	<u>3/8</u>	<u>3/8</u>	<u>3/8</u>	<u>3/8</u>			
Remarks	<u>Steel</u>	<u>Steel</u>	<u>Steel</u>	<u>Steel</u>	<u>Steel</u>	<u>Steel</u>	<u>Steel</u>			

\* 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: ✓ feet; aft: ✓ feet. Open Rails

Area of freeing ports required by regulations (Rules 30 and 100) forward: ✓ sq. ft.; aft: ✓ sq. ft. ✓

No. Ft. X Ft.

Particulars of freeing ports fitted { forward well } ✓ = ✓ sq. ft. ✓  
on each side of vessel { after well } ✓ = ✓ 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

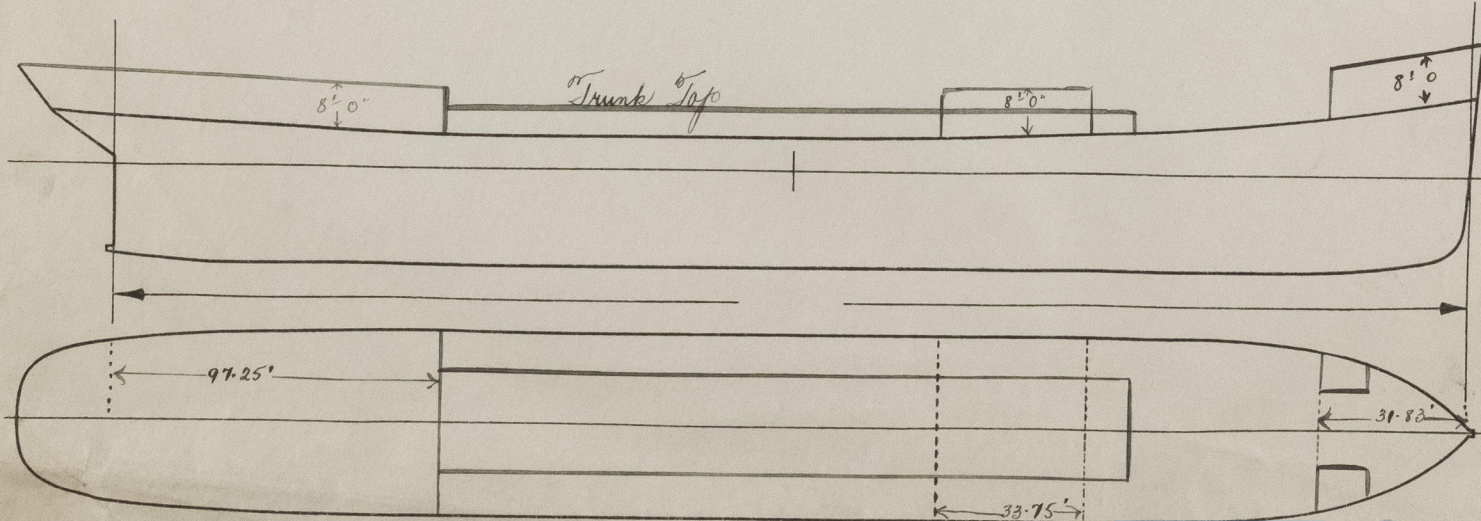
In oil tankers, what is the extent of the fore and aft gangway? Bridge to Poop

Is the gangway strong and efficiently braced fore and aft? yes

In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100). yes

Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? yes

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



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

Sister vessels: "Gulfport" "Gulfstream" "Gulfcoast" "Gulfload" "Gulflight"

Fee: \$ 80.00 Expenses (if any) ✓

(Signed) T. G. House  
Surveyor to Lloyd's Register of Shipping.

© 2020

Lloyd's Register  
Foundation