

25 OCT 1928

Index No. 32395
(For London Office only)

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Exi tal
4/2/36

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD - STEAM SHIPS.

Rep. No 18327

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER 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 Hamburg/Kiel

Date of Survey whilst building.

Name of Surveyor L. J. J. J.

M.V. Ship's Name. "CALIFORNIA STANDARD"	Port of Registry and Nationality. SAN FRANCISCO U.S.A.	Official Number. 4	Gross Tonnage. 11500	Date of Build. 1928	Particulars of Classification. + 100A1 Petrol in Bulk. Long Framing. Bracketless System.
Number in Register Book <u>Contempl.</u>					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	512.90'	68.18'	39.50'	10862
Length on LOADLINE.	512.0 516.71	Mean Frame Depth 11' Rule 8/3 No sparring + 33	No Ceiling + 20 Sheer - 17	Peak 27.40' Tanks 26.26' D.B. in machinery space + 106.25 T.
CORRECTED DIMENSIONS.	512.0	68.01	39.87 53	10968.25

Moulded Depth as measured..... 39'-5 1/4" ✓
 less Rule wood etc - str. = - 3 1/4" ✓
 Addition for Keel below base line for draught record... 2 3/4" inches. 39'-2" Duse.

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

39'-5 1/4"
1-4"
40'-10"
1-5"
39'-5"

CORRECTION FOR LENGTH

Length of Ship on Loadline.....	512	✓
Length in Table	470	✓
Difference	42	✓
Correction for 10ft., Table A.	1.7	✓
× Difference divided by 10	7.14	✓
If 1/10ths length covered divide by 2	+ 7 1/4"	✓
Table C. .8	✓	
(if required.) 336	✓	
+ 3 1/4"	✓	

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered183 ✓
 Thickness of usual wood deck, less stringer 3 1/4" ✓
Allowed for in Mld. Depth reduced.

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	66.8	✓
Round of Beam	16 3/4"	✓
Normal round.....	16.7	✓
Difference	✓	÷ 2 =
Proportion of Deck uncovered (Para. 19)	NIP	✓

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

Co-efficient of fineness..... 790.797
 Any modification necessary } Bottom longitudinal
 [Para. 4 (a) to (e)]*
 Co-efficient as corrected 81.80

Sheer { Stem 11 1/4" } ÷ 2 = ... Mean 36 16.23 ✓
 at { Sternpost ... 50" } 17 ✓

Sheer at 1/2 of the length from { Stem 40 1/2" } ÷ 2 = ... Mean
 { Sternpost 25 1/2" }

Gradual mean Sheer 54.97 ✓
 Standard mean Sheer [Table, Para. 18] 61.20 ✓

Difference..... 6.23 ÷ 4 = 1.56 ✓
 § If limited as Para. 18 (f) + 1 1/2" ✓

Rise in Sheer { At front of bridge house..... }
 from amidships { At after end of forecastle

Fall in Sheer } ÷ 2 =
 Para. 18 (d) }
 Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....	11'-5 1/2" ✓	3'-3" ✓	=	8'-2 1/2" ✓
Correction for Length, if required (Para. 12, 13, and 14)				+ 3 1/4" ✓
				8'-5 3/4" ✓
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14)				12'-2 1/4" ✓
Difference				3'-8 1/2" ✓
Percentage as below.....				10.32% ✓
				4597 ✓
				516 ✓
				4.59 ✓

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } ✓
 Allowance for Deck Erections - 5 1/4" ✓

Length.	Length allowed.	Height.
Forecastle.....	44.37' ✓	44.37' ✓ 7.55'
Bridge House	49.31' ✓ 39.31'	49.31' ✓ 39.31' 7.87'
† Raised Qr. Dk.....		
Poop.....		

Total 93.68' ✓ 83.68' 93.68' = 183 ✓
 Length of Ship 512 ✓ 163 ✓

Corresponding percentage } 4597% ✓
 (Para. 11, 12, 13, and 14) } 10.32% ✓

FREEBOARD 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	"	"	"	"	"	"	"	"	"

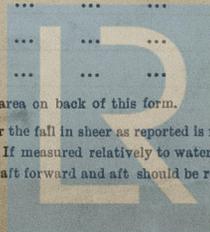
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* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
 † Vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R. Q. D. is to be taken from the level of the top of the amidship beam.
 ‡ In 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.

See Nam: Letter 30.10.28.

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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 MARKING FORM
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008446-008454-0191.7

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? *No reverse frames.*
 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 *Two w.r. doors 61' x 30" Hinged steel plates with turnbuckles.*
 What is the thickness of the Bridge Front plating? *.46"* and Coaming plate? *.50"*
 Give scantlings and spacing of the Stiffeners *E 240 x 85 x 9.5 x 13 with 30" space.*
 Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *Yes two.*
 Has the Bridge House an efficient Iron Bulkhead at the after end?
 How are the openings closed? *One w.r. door 61' x 30" Hinged steel with turnbuckle. The tonnage openings 70' x 40" hook bolted steel plates.*
 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? *Steel, yes.*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Enclosed by a strong steel Deckhouse.*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed?
 Give thickness of plating; scantlings and spacing of Stiffeners
 What is the height of the exposed Casings? Are suitable means provided for closing all openings in them in bad weather?
 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, as approved.*

Position and Size.	Fore-I = 10'-4" x 11'-10"		and 23 Oil Hatchway 6'-0" x 3'-7"							
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"	30"							
	Thickness	Sides..... Ends.....	.50"	.44"	%	%	%	%	%	%
SHIFTING BEAMS OR WEB PLATES.	Number									
	Section and Scantlings	%	%	%	%	%	%	%	%	%
	Material									
* FORE AND AFTERS.	Number									
	Section and Scantlings	%	%	%	%	%	%	%	%	%
	Material									
HATCHES	Thickness	<i>Hinged steel doors</i>		<i>Hinged steel doors.</i>						
Remarks.....	<i>.44 with stiffenings.</i>		<i>.38" with stiffenings.</i>							

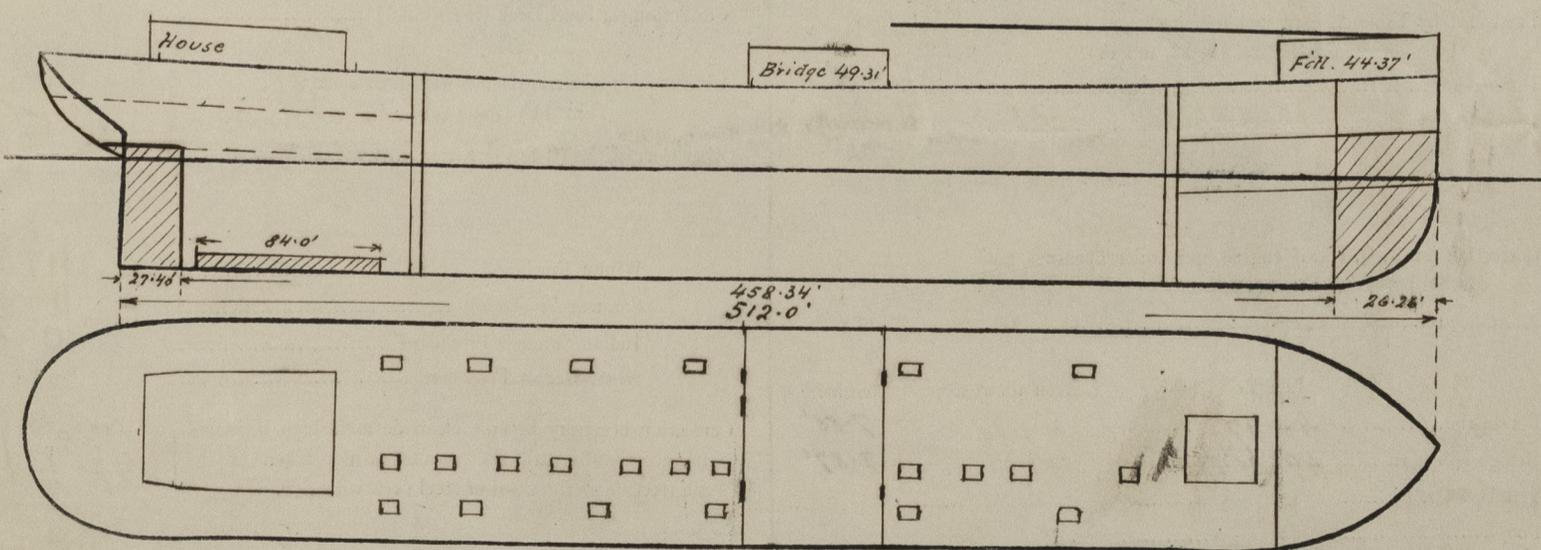
FP 114.0 ✓ 1
 1/8 40.5 ✓ 4
 1/4 - ✓ 2
 3/8 - ✓ 4
 1/2 - ✓ 2
 5/8 - ✓ 4
 3/4 5.9 ✓ 2
 7/8 25.5 ✓ 4
 AP 50 ✓ 1

* 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. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = Rail. Sq. ft.
 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 *Bracketless System, two Longit. Bulkheads.*

Builder's name and yard number *Fried. Krupp, Germaniaerft AG, Kiel No 494.*

Names of sister vessels

Owners *Standard Oil Comp. of California.*

Address *San Francisco.*

Fee £ 15 : 0 : 0
 on completion.

Received by me

