

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS. No. 12424.

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 Southampton.  
Date of Survey 12<sup>th</sup> February 1927.  
Name of Surveyor A. D. AITKEN.

Ship's Name <b>EL BVARO</b>	Port of Registry and Nationality. <b>GUAYAQUIL.</b>	Official Number.	Gross Tonnage.	Date of Build. <b>1927.</b>	Particulars of Classification. <b>100 A.1. CARRYING PETROLEUM IN BULK.</b>
Number in Register Book	<b>ECLADORE.</b>				<b>CLASS Contemplated.</b>

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<b>116.5.</b>	<b>23.1.</b>	<b>10.42</b>	<b>189.73.</b>
Length on LOADLINE.	<b>116.5</b>	Frame Depth 5' Rule <b>3"</b> No. 2 = - .33 No. 3 = + .33	Ceiling <b>+ .20</b> Sheer <b>+ .16</b>	Peak Tanks { <b>Drills.</b>
CORRECTED DIMENSIONS.	<b>116.5</b>	<b>23.10</b>	<b>10.80</b>	<b>189.73</b>

Co-efficient of fineness..... **.653**  
Any modification necessary {  
[Para. 4 (a) to (e)]\*  
Co-efficient as corrected ..... **.68 (lowest in Tables)**

Sheer { Stem..... **38.37** }  $52.99 \div 2 = 26.49$  Mean  $\frac{27.49 + 21.65}{2} = 24.57$   
at { Sternpost ... **14.62** }  
Sheer at  $\frac{1}{2}$  of the length from { Stem **22.62** }  $30.24 \div 2 = 15.12$  Mean  $\frac{15.12 + 27.49}{2} = 21.305$   
Sternpost **7.62** }  
Gradual mean Sheer ..... **allowed** ..... **26.99**  
Standard mean Sheer [Table, Para. 18] ..... **21.65** Correction  
Difference.....  $5.34 \div 4 = 1.33$   
§ If limited as Para. 18 (f) ..... **-1 1/4"**

Rise in Sheer { At front of bridge house.....  
from amidships {  
[Para. 18 (e)] { At after end of forecastle .....

Fall in Sheer {  
Para. 18 (d) }  $\div 2 =$   
Length uncovered ..... Correction

### ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C..... **0'-2 1/2"**  
Correction for Length, if required (Para. 12, 13, and 14) ..... **-0 3/4"**  
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) ..... **1'-3 1/4"**  
Difference ..... **1'-1 1/2"**  
Percentage as below..... **38.32%**  
**5.17**

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.....	<b>31.8</b> x $\frac{366}{8} =$	<b>19.40</b>	<b>3.66</b>
Bridge House.....	<b>48.375</b> x $\frac{723}{8} =$	<b>11.77</b>	<b>3.50</b>
† Raised Qr. Dk. {	<b>36.325</b>	<b>36.32</b>	<b>3.33</b>
Poop.....			

Total ..... **116.5** ..... **67.49** = **.579**  
Length of Ship ..... **116.5**

Corresponding percentage (Para. 11, 12, 13, and 14) ..... **38.32%**

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

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

† If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.  
† In 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 vessels where the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having tops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

Moulded Depth as measured. **11'-0 1/2"**

Addition for Keel below base line for draught record..... **1/2** 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..... **116.5**  
Length in Table ..... **132.25**  
Difference ..... **15.75**  
Correction for 10ft., Table A. .... **9** Table C. **5**  
× Difference divided by 10 ..... **1.42** (if required.) **.79**  
If  $\frac{1}{10}$ ths length covered divide by 2 **-1 1/2"** **-3 1/4"**

P.F.T. **.711**

### CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered .....  
Thickness of usual wood deck, less stringer ..... **2 3/4"** **-2 3/4"**

### CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... **23.1**  
Round of Beam ..... **6**  
Normal round..... **5 1/4**  
Difference ..... **1/4**  $\div 2 =$  ..... **.12**  
Proportion of Deck uncovered (Para. 19) ..... **.29**

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

Freeboard, Table A ..... **1'-6"**  
Correction for Sheer ..... **-1 1/4"**  
Correction for Length ..... **-1 1/2"**  
Allowance for Deck Erections ..... **-5 1/4"**  
Correction for Round of Beam.....  
Correction for fall in Sheer (if any).....  
Correction for ~~Iron~~ Deck (if required) ..... **-2 3/4"**  
Additions for non-compliance with provisions of Para. 11 (d) and (e) † .....  
Other Corrections (if any) .....

Winter Freeboard ..... **0'-7 1/4"**  
Summer Freeboard ..... **1 1/2"** **0'-5 3/4"**  
Indian Summer Freeboard .....  
N. A. Winter Freeboard .....

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the ~~wood~~ **steel** deck with side.

Winter Freeboard from deck line ..... **0'-7 1/4"**  
Summer " " " ..... **0'-5 3/4"**  
Indian Summer " " " .....  
N. A. Winter " " " .....  
**Steel**

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.

MARKING FORM  
RECEIVED 28 FEB 1927

Lloyd's Register  
Foundation



Do all the Frames extend to the top height in the Poop? yes Raised Quarter Deck? yes Bridge House? yes  
 To what height do the Reverse Frames extend? Deep 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 No openings  
 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 ✓  
 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? 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

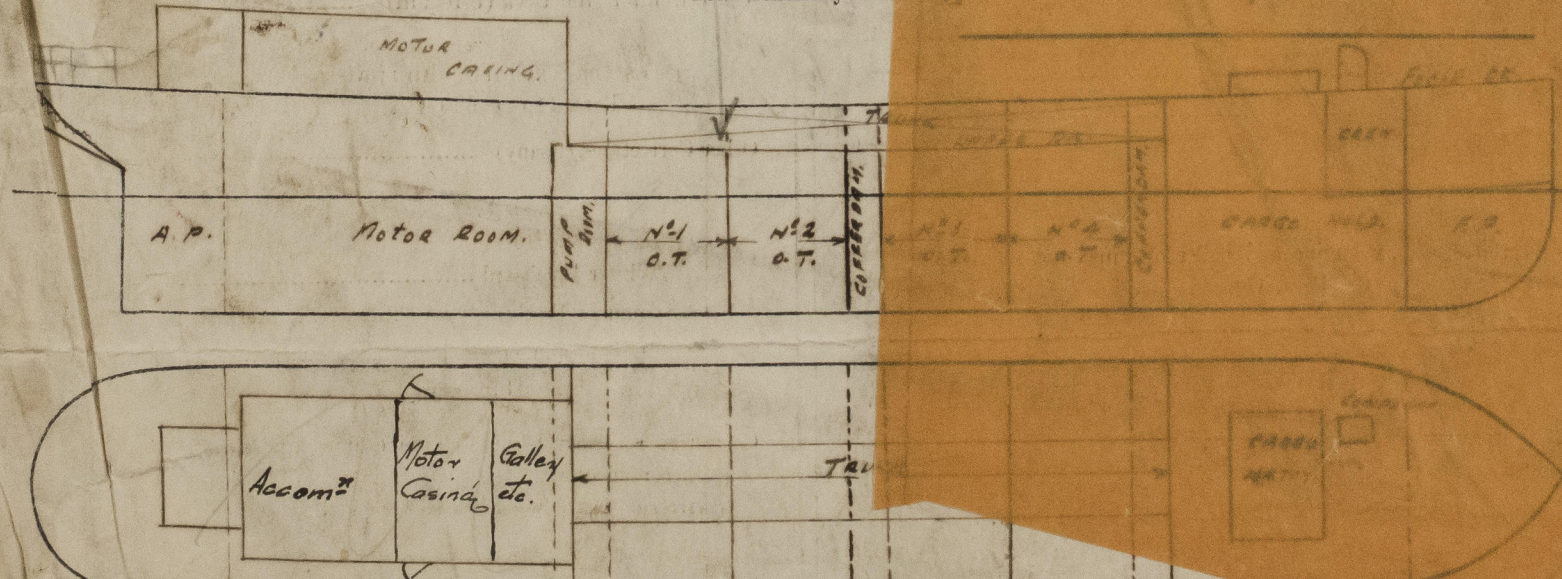
Position and Size.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	<u>On Forecastle Deck</u>									
	Sides	<u>7'2" x 11'0"</u>									
	Thickness										
SHEETING BEAMS OR WEB PLATES	Number										
	Section and Scantlings										
	Material										
* FORE AND AFTERS	Number										
	Section and Scantlings	<u>1E 10 1/2 x 40</u>									
	Material	<u>1E 21-22 x 38</u>									
HATCHES Thickness		<u>2 1/2"</u>									
Remarks		<u>W.P.</u>									

\* The depth of Fore and Afters should be stated from the underside of the hatchways in all cases.  
 (If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line it should be stated in the tables, state vertical distance from top of deck at side amidships to lower edge of sill of side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 10,000 tons) and 13 (over 10,000 tons) of the Rules.  
 What is the thickness of the Bridge Sheerstrake? Strake between Main and Bridge Sheerstrakes

Delete the words The Crew 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, satisfactory.

Length of Bulwarks in well open rail  
 Area of Freeing Ports required by Para. 11 (e) each side of vessel  
 Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel)  
 x x }  
 x x }  
 Total deficiency or excess =



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops.

State any special features in the construction of the Vessel Twin Screw Motor oil Tanker (Transverse Framing)

Builder's name and yard number Messrs John I. Thornycroft & Co. Ltd. N° 1062

Names of sister vessels ✓

Owners Anglo Canadian Oil Fields Ltd.

Address 195 Darnley House, Old Broad Street, London E.C.2.

See £ 2 : 0 : 0. Received by me See F.S. Report