

DISCLOSED SECTION

# 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. 55982  
Port of Survey *Long Kong*  
Date of Survey *11th Feb 1939*  
Name of Surveyor *Chas. H. Kelly*

Ship's Name. <b>VERNOR WRIGHT</b>	Port of Registry and Nationality. <b>CEBU, P. I. American</b>	Official Number.	Gross Tonnage. <b>550 APPROX</b>	Date of Build. <b>1938</b>	Particulars of Classification. <b>*100A1 Philippine Coasting Service</b>
Number in Register Book.....		Builder <i>W.S. Bailey &amp; Co. Long Kong</i>		Hull No. <i>891</i>	
Moulded dimensions <b>154' 8"</b> x <b>28'</b> x <b>11' 5"</b> (85% = <b>9' 9 1/4"</b> )		Moulded displacement at a moulded draught of 85 per cent. of moulded depth <b>829 Tons</b>			
Coefficient of fineness for use with tables <b>.69</b>		<b>.688</b>			

DEPTH FOR FREEBOARD.	CORRECTION FOR DEPTH.	CAMBER
Depth <b>D</b> = <b>11' 5 1/2"</b>	(a) When <b>D</b> is greater than $\frac{L}{15}$ $(D - \frac{L}{15}) \times R = (.1153 - .1027) 1.184 = +1.49$ <b>1.37</b> (b) When <b>D</b> is less than $\frac{L}{15}$ (if allowed) $(\frac{L}{15} - D) \times R = \dots$ If restricted by height of superstructures	Standard $\frac{28 \times 12}{50} = 6.72$ Ship ... Difference ... Restricted to ... Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{.28 \times 1.72}{4} = .12$

SUPERSTRUCTURES.				
Mean Covered Length S.	Effective Length S. (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
<i>18' 7 1/2"</i>	<i>18' 7 1/2"</i>	<i>7' 2 1/2"</i>		<i>18' 7 1/2"</i>
Total = <i>18' 7 1/2"</i>				
Length of ship (L) = <i>154'</i>				
% Covered = <i>12.18%</i>				
Allowance = <i>21.40</i> x <i>.0609</i> = <i>-1.30</i>				

SHEER.					
Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
P. 1	<i>19' 5"</i>	<i>25' 4"</i>	<i>19' 5"</i>	1	<i>19.50</i>
2	<i>9' 0"</i>		<i>9' 0"</i>	4	<i>36.00</i>
3	<i>1' 5"</i>		<i>1' 5"</i>	2	<i>3.00</i>
4	<i>0'</i>			4	<i>0.00</i>
5	<i>4' 5"</i>		<i>4' 5"</i>	2	<i>9.00</i>
6	<i>16' 5"</i>		<i>16' 5"</i>	4	<i>66.00</i>
7	<i>42' 0"</i>	<i>50' 8"</i>	<i>42' 0"</i>	1	<i>42.00</i>
18) <i>175.50</i>					
= <i>9.75</i>					
= <i>12.70</i>					
= <i>2.95</i>					
= <i>+2.03</i>					

DRAFTS.	F. W. ALLOWANCE	TABULAR FREEBOARD
Depth <b>D</b> = <b>11' - 6"</b>	Displacement = <b>801</b>	(corrected for flush deck if required) = <b>16.06</b>
Freeboard = <b>3' 3/8"</b>	Tons per inch = <b>8.5</b>	Corrected for Coefficient $\frac{.688 + .68}{136} = \frac{1.368}{136} = 1.36$
Draught = <b>1' - 6 1/4"</b>		Correction for Depth ... <b>1.49</b>
For keel below base line		" Superstructures ... <b>1.62</b>
Draught		" Sheer ... <b>2.03</b>
		" Camber ... <b>.06</b>
		" Thickness of deck ... <b>1.32</b>
		" Scantlings, etc. ... <b>1.36</b>
		Summer Freeboard = <b>18.31</b>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, upper Deck:-	
Tropical Fresh Water Line (above center of Disc)	<b>5"</b>
Fresh Water Line	<b>2 1/2"</b>
Tropical Line	<b>2 1/2"</b>
Winter Line (below " " )	<b>1 1/2"</b>
Winter North Atlantic Line	<b>"</b>



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? —  
Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? —  
Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) —  
Has the bridge an efficient steel bulkhead at the fore end? *Yes*  
Give particulars of the means of closing the openings in this bulkhead *Hinged W.T. Steel doors Worked from both sides*  
Has the bridge an efficient steel bulkhead at the after end? *Yes*  
Give particulars of the means of closing the openings in this bulkhead *Hinged W.T. Steel doors Worked from both sides*  
Has the forecastle an efficient steel bulkhead at the after end? *Yes*  
Give particulars of the means of closing the openings in this bulkhead *Hinged Steel doors Worked from both sides*  
Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? *Steel deck house*  
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 *Coaming 35" Plating 30" 3"x2 1/2"x25" angle spaced 25"*  
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		<i>35" Coaming 30" Plating</i>	<i>35" Coaming 30" Plating</i>	<i>35" Coaming 30" Plating</i>
Scantlings of stiffeners		<i>6"x3"x16" channels</i>	<i>3"x2 1/2"x25" angle</i>	<i>3"x2 1/2"x25" angle</i>
Spacing of stiffeners, and if bracketed		<i>24" staggered at bottom overlapped at top</i>	<i>24" not bracketed</i>	<i>30" not bracketed</i>
Height of sills of openings above deck		<i>24"</i>	<i>24"</i>	<i>24"</i>

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 Class 2 appliances, or in open bridges).

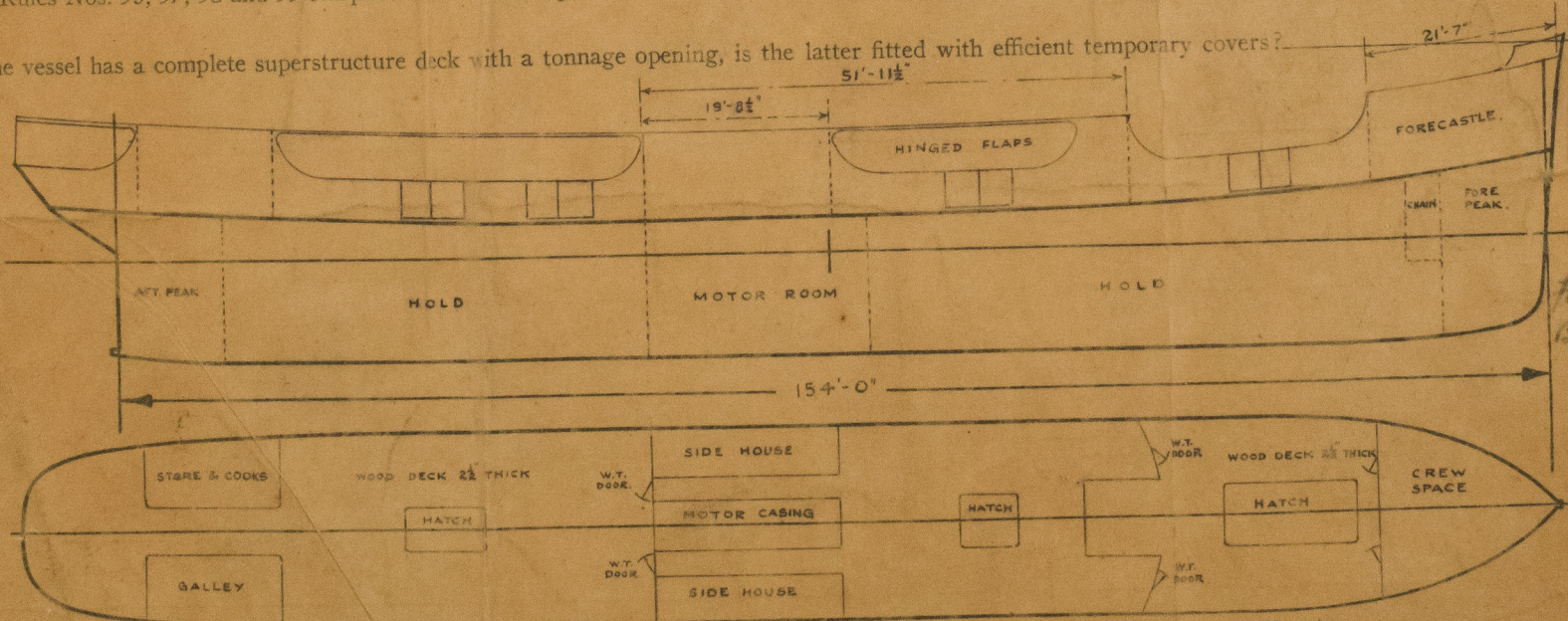
Position and Size.	N <sup>o</sup> 1 14'-4" x 9'-0"		N <sup>o</sup> 2 7'-2" x 6'-0"		N <sup>o</sup> 3 9'-0" x 6'-0"				
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.
Height above top of DECK	<i>24"</i>		<i>24"</i>		<i>24"</i>				
Thickness									
Sides	<i>40"</i>		<i>40"</i>		<i>40"</i>				
Ends	<i>40"</i>		<i>40"</i>		<i>40"</i>				
SHIFTING BEAMS OR WEB PLATES.									
Number	<i>2</i>		<i>nil</i>		<i>nil</i>				
Section and Scantlings	<i>7 1/2"x4" Plate 3/8"x40 Ls 10' 4 1/2"x11"</i>		<i>nil</i>		<i>nil</i>				
Material	<i>Steel</i>		<i>nil</i>		<i>nil</i>				
FORE AND AFTERS.									
Number	<i>nil</i>		<i>1</i>		<i>1</i>				
Section and Scantlings	<i>nil</i>		<i>5 1/2"x6"</i>		<i>5 1/2"x7"</i>				
Material	<i>nil</i>		<i>Wood</i>		<i>Wood</i>				
HATCHES									
Thickness	<i>2 1/2" O.P. Good</i>		<i>2 1/2" O.P. Good</i>		<i>2 1/2" O.P. Good</i>				

\* 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 *27'-9"* feet; aft *41'-6"* feet.  
Area of freeing ports required by regulations (Rules 30 and 100) forward *9.275* sq. ft.; aft *10.66* sq. ft.  
No. Ft. x Ft.  
Particulars of freeing ports fitted on each side of vessel  
    forward well *2 @ 3'x1'-7" = 9.48* sq. ft.  
    after well *2 @ 3'-2"x1'-9" = 11.06* 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?



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: *None*

Fee: *\$12-0-0*

Expenses (if any):

*Chas. R. Rowcliffe*  
Surveyor to Lloyd's Register of Shipping



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