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Index No. 32394
(For London Office only)

Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD - STEAM SHIPS.

NO 257

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 **GENOA**
Date of Survey **DURING CONSTRUCTION**
Name of Surveyor **James. Orniston**

Ship's Name.
M.V. ARDOR
Number in Register Book

Port of Registry and Nationality.
GENOA ITALIAN

Official Number.

Gross Tonnage.
NOT YET COMPLETED

Date of Build.
1927

Particulars of Classification. **Contemplated**
+ 100A1 SHELTER DECK WITH FREEBOARD CARRYING PETROLEUM IN BULK LONGITUDINAL FRAMING

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	470.6	63.21	35.30	8469
Length on LOADLINE.	469.2	AVERAGE Frame Depth $10\frac{1}{4}$ No Ceiling + .20 Rule $2\frac{3}{4}$ Sheer + .07 NO SPARRING + .33	Peak INCL. CELL DOUBLE TANKS BOTTOM AFT ABOVE LINE OF LONGLS. + 86.5	
CORRECTED DIMENSIONS.	469.2	63.08	35.57	8555.5

Moulded Depth as measured..... **35'-6"**
RULE WOOD DECK less STRG. $\frac{3}{35'-3"$
Addition for Keel below base line for draught record..... 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..... **469.2**
Length in Table **423.0**
Difference **46.2**
Correction for 10ft., Table A. **1.7** Table C. **.8**
 \times Difference divided by 10 **7.854** (if required.) **3.696**
If $\frac{1}{10}$ th length covered divide by 2 **+ 7.854** **= +3.696**

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ th length covered **DEPTH REDUCED**
Thickness of usual wood deck, less stringer

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... **61.48 FEET**
Round of Beam **15.60**
Normal round..... **15.37**
Difference **.23** $\div 2 =$ **.115**
Proportion of Deck uncovered (Para. 19) **.097** **DEDUCT 1.8**

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

Co-efficient of fineness..... **81.85**
Any modification necessary [Para. 4 (a) to (e)]* **LIMITED TO FROM TONNAGE CALCULATED BY BUILDERS TO $7\frac{1}{2}$ " FRAME & 38" ORDINARY FLOOR ALSO DEDUCTING 2" SPARRING & $2\frac{1}{2}$ " CEILING AS PER 1885 STANDARD**
Co-efficient as corrected **81.85**

Sheer { Stem..... **78** } **118' $\div 2 = 59'$ Mean**
at { Sternpost ... **40** }
Sheer at $\frac{1}{2}$ of the length from { Stem **43 $\frac{1}{2}$** } **65 $\frac{1}{2}$ $\div 2 = 32 $\frac{3}{4}$ Mean$**
Sternpost **22** } **.55 = 59.55**
Gradual mean Sheer **allowed 59.27**
Standard mean Sheer [Table, Para. 18] **56.92** Correction
Difference..... **2.35** $\div 4 =$ **.59**
§ If limited as Para. 18 (f) **DEDUCT $\frac{1}{2}$ INCH**

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..... **6'-8 $\frac{1}{4}$**
Correction for Length, if required (Para. 12, 13, and 14) **+ 3 $\frac{3}{4}$**
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) **10 - 7 $\frac{1}{2}$ 6 $\frac{1}{4}$**
Difference **3 - 6 $\frac{1}{2}$ 8 $\frac{1}{2}$**
Percentage as below..... **9.88%**
4.21.19

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) **✓**
Allowance for Deck Erections **- 4 $\frac{1}{2}$**

	Length.	Length allowed.	Height.
Forecastle.....	39.50	39.50	7'-6"
Bridge House	33.62	33.62	7'-6"
+ Raised Qr. Dk.....			
Poop.....			
Total		73.12	
Length of Ship		469.2	= .156
Corresponding percentage (Para. 11, 12, 13, or 14)		9.88%	

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

FRESH WATER **22 JUN 1927**
Fresh Water Line above centre of Disc ...
Indian Summer Line " " " ...
Winter Line below " " " ...
Winter North Atlantic Line " " " ...

Winter Freeboard **10 - 2 $\frac{1}{4}$ 1 $\frac{1}{4}$**
Summer Freeboard **9 - 8 $\frac{1}{2}$**
Indian Summer Freeboard **9 - 2 $\frac{1}{4}$ 1 $\frac{1}{4}$**
N. A. Winter Freeboard

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side. **+ 1 $\frac{3}{4}$**

Winter Freeboard from deck line **10 - 4 $\frac{1}{2}$**
Summer " " " **9 - 10 $\frac{1}{4}$ 9 $\frac{3}{4}$**
Indian Summer " " " **9 - 4 $\frac{3}{2}$**
N. A. Winter " " " **9 - 9 $\frac{1}{2}$ 9 - 10 $\frac{1}{4}$ 9 $\frac{3}{4}$**

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.

* 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 flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒ Bridge House? LONG FRAMING Forecastle? YES

To what height do the Reverse Frames extend? LONGITUDINAL FRAMING.

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? Yes - STEEL

Give particulars of the means for closing the openings in Bulkhead STEEL HINGED DOORS (FITTED WITH PACKING).

What is the thickness of the Bridge Front plating? .395 INCH and Coaming plate? .45 INCH x 24 INCHES HIGH.

Give scantlings and spacing of the Stiffeners 7" x 3" x .40 B.A. SPACED 29 1/2 INCHES APART.

Are bracket plates fitted at each end of the Stiffeners? YES Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? Recommended

Has the Bridge House an efficient STEEL Bulkhead at the after end? YES

How are the openings closed? TWO OPENINGS BY STEEL PLATES FASTENED BY HOOK BOLTS NOT PASSING THRO' BULKHEAD PLATING & ONE OPENING BY HINGED S

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? STEEL SIDE OPEN BETWE

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 DECK HOUSE.

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? 28 INS & 38 INS ABOVE WOOD BRIDGE DECK 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:—

Position and Size.		IN OPEN FCLE 48 1/2" x 48 1/2" TO FORE PEAK		IN OPEN FCLE 45 1/2" x 37 1/2" TO CHAIN LOCKER		FORWARD 9'-0" x 10'-0"		34 OFF AT 6' x 4' TO CARGO OIL TANKS		8 OFF AT 2 FT. DIAM. TO COFFER DAMS ETC.		3
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING.	Height above top of DECK	18 INS.		18 INS.		30 INS CR LINE		30 INS.		24 INS.		
	Sides	.38 INS.		.38 INS.		31 INS AT SIDE		.47 INS.		.38 INS.		
	Ends	.38 INS.		.38 INS.		.43 REINFORCED BY HORIS B.A. & VERTICAL BRKTS		.47 INS.		.38 INS.		
SHIFTING BEAMS OR WEB PLATES.	Number	NONE		NONE		NONE		NONE		NONE		
	Section and Scantlings											
	Material											
* FORE AND AFTERS.	Number	NONE		NONE		NONE		NONE		NONE		
	Section and Scantlings											
	Material											
HATCHES Thickness		HINGED STEEL COVER .38"		HINGED STEEL COVER .38"		HINGED STEEL COVER .38" STIFFENED BY 4 4"x3"x.38" ANGLES		HINGED STEEL COVER .38" STIFFENED BY TWO 4"x3"x.38" ANGLES		HINGED STEEL COVER .38"		
Remarks												

* 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? _____

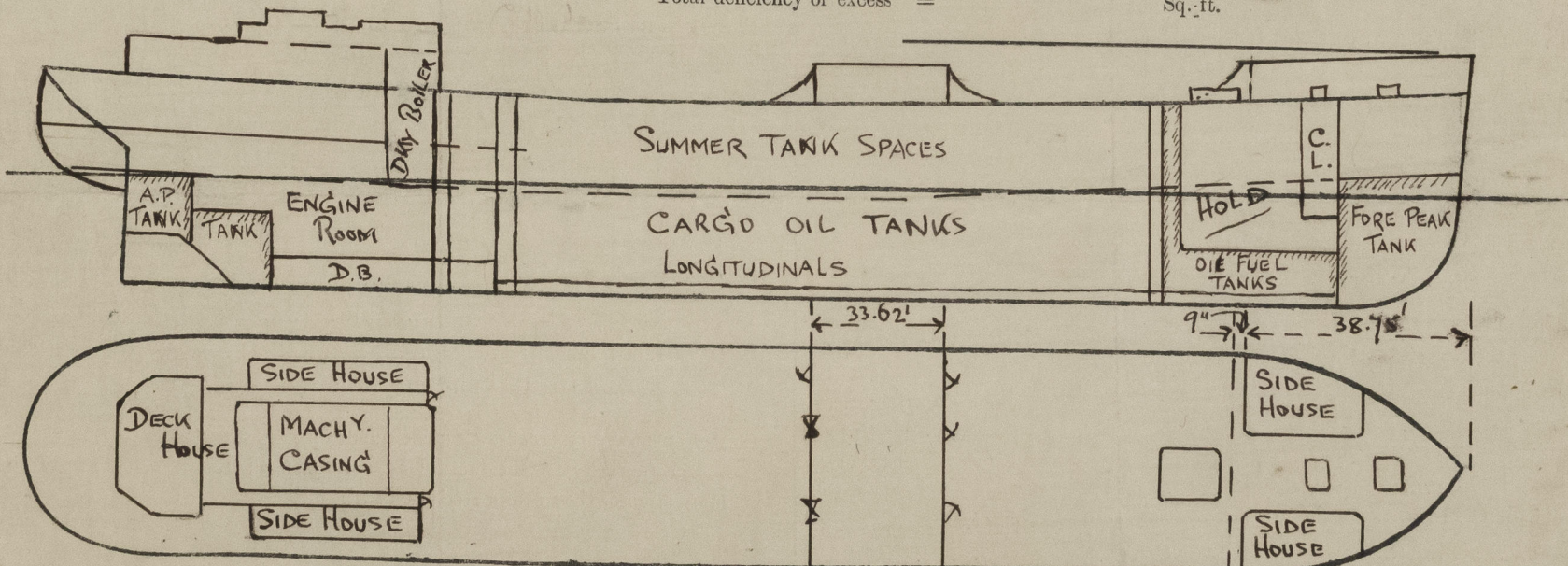
Delete the words ☐ The Crew are, are not, berthed in the bridge house.
that do not apply ☐ The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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) = _____ Sq. ft.
	x		x		
	x		x		

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 LONGITUDINAL FRAMING.

Builder's name and yard number ANSALDO SAN GIORGIO, SPEZIA No 206

Names of sister vessels "PERSEPHONE"

Owners "LA COLUMBIA" Soc. MAR. PER TRASPORTO DI PETROLIO E DERIVATI.

Address GENOA, ITALY

Fee £ WILL BE RENDERED LATER

Received by me _____



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