

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.....

Port of Survey *Newport News, Va.*

Date of Survey *May 26th 1948 and subsequent dates*

Name of Surveyor *J. G. Buchanan*

LIMITS FOR SPECIAL SERVICE:-

NORFOLK, VA. TO PENOBSCOT BAY, ME

DISTANCE OFF SHORE LIMITED TO 100 MILES.

S.S. <i>"OAKLEY L. ALEXANDER"</i> <i>(EX "LACONIA VICTORY")</i>	Ship's Name.	Port of Registry and Nationality. <i>Wilmington Del.</i> <i>U.S.A.</i>	Official Number. <i>247479</i>	Gross Tonnage. <i>7751</i>	Date of Build. <i>1945</i>	CLASSIFICATION <i>100A1</i>
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Owner *POCAHONTAS STEAMSHIP CO.* Builder..... Hull No.....

Moulded dimensions *437.69* × *62.00* × *38.00* (85% =)

Moulded displacement at a moulded draught of 85 per cent. of moulded depth *17230*

Coefficient of fineness for use with tables *.688*

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER
Moulded depth	<i>38.00</i>	(a) When <i>D</i> is greater than $\frac{L}{15}$		Standard $\frac{62 \times 12}{50} = \dots$ <i>14.88</i>
Stringer plate <i>.94" double 1.00"</i>	<i>.16</i>	$(D - \frac{L}{15}) \times R = (38.16 - 29.19) 3.00$	<i>26.94</i>	Ship (Equivalent) ... <i>5.85</i>
Sheathing in wells		(b) When <i>D</i> is less than $\frac{L}{15}$ (if allowed)		Difference ... <i>9.63</i>
$T(\frac{L-S}{L}) =$		$(\frac{L-D}{15}) \times R = \dots$		Restricted to ...
Depth <i>D</i> =	<i>38.16</i>	If restricted by height of superstructures		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S_1}{L}) = +1.81$

SUPERSTRUCTURES

	Mean Covered Length S.	Effective Length S ₁ (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	<i>87.00</i>	<i>87.00</i>			<i>87.00</i>
" overhang					
Trunks forward	<i>NOT EFFICIENT</i>				
" aft					
Tonnage opening					

Total = *87.00* *87.00* *87.00*

Length of ship (L) = *19.88* *19.88* *19.88*

% Covered ... = *13.92* *13.92* *13.92*

Corresponding %, corrected for absence of forecastle if required *TANKER* = *13.92* *13.92* *13.92*

Allowance ... = *13.92* × *42.00* = *-5.85*

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<i>66.38</i>	<i>53.77</i>	<i>53.77</i>	1	<i>53.77</i>
2	<i>32.25</i>	<i>23.93</i>	<i>23.93</i>	4	<i>95.72</i>
3	<i>1.25</i>	<i>5.92</i>	<i>5.92</i>	2	<i>11.84</i>
4				4	
5		<i>11.84</i>		2	
6	<i>20.06</i>	<i>46.85</i>	<i>20.54</i>	4	<i>82.16</i>
F.P. 7	<i>48.01</i>	<i>107.54</i>	<i>66.00</i>	1	<i>66.00</i>

If excess sheer forward and deficient sheer aft:-

Actual sheer aft = *Excess*
Standard sheer aft
Actual sheer forward = *Deficient*
Standard sheer forward

Length of enclosed superstructure

L

Forward of amidships =

Aft of amidships =

Mean effective sheer ... = *17.19*
Standard sheer .05 L + 5 = *26.68*
Difference (Df) ... = *9.69*
Allowance = $Df \times (.75 - \frac{S}{2L}) = 9.69(.75 - .099)$ = *+6.31*
If limited on account of amidship superstructure ... =
If limited on account of excess sheer (1½ in. per 100 ft.) ... =

DRAFTS.	F. W. ALLOWANCE	TABULAR FREEBOARD	
Moulded Depth <i>D</i> = <i>38.0</i>	Displacement =	<i>TANKER (SEE PART 44)</i> (corrected for flush deck if required) = $\frac{1.38}{1.36}$	<i>71.90</i>
Stringer Plate = <i>.94" double 1.25"</i>	Tons per inch =	Corrected for Coefficient $\frac{.689 + .68}{1.36}$	<i>72.96</i>
Freeboard		Correction for Depth ...	
Moulded draught		" Superstructures ...	<i>26.94</i> <i>5.85</i>
Addition for keel below base line		" Sheer ...	<i>6.31</i> <i>-</i>
Extreme draught		" Camber ...	<i>1.81</i> <i>-</i>
		" Thickness of deck	<i>.02</i> <i>-</i>
		" Scantlings, etc <i>FOR SPECIAL SERVICE COASTWISE COLLIER. (PART 44)</i>	<i>4.56</i> <i>-</i>
			<i>39.64</i> <i>5.85</i> <i>33.79</i>
		Summer Freeboard =	<i>106.75</i>

Special Service Coastwise SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line / Wood, Steel, UPPER Deck:-
Tropical Fresh Water Line (above center of Disc) *8' 11"*
Fresh Water Line " " *8' 3 1/2"*
Tropical Line " " *9' 6"*
Winter Line *C.W. ABOVE* " " *9' 6"*
Winter North Atlantic Line " " *9' 6"*

8' 11"
8' 3 1/2"
9' 6"

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?

Give particulars of the means of closing the openings in this bulkhead

Has the bridge an efficient steel bulkhead at the after end?

Give particulars of the means of closing the openings in this bulkhead

Has the forecastle an efficient steel bulkhead at the after end?

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?

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)?

Particulars of bulkheads of erections:

Particulars of bulkheads of erections:				
	Poop or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating				
Scantlings of stiffeners				
Spacing of stiffeners, and if bracketed				
Height of sills of openings above deck				

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.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Item.									
COAMING.	Height above top of DECK								
Thickness	{ Sides.....								
	{ Ends.....								
SHIFTING BEAMS OR WEB PLATES.	Number.....								
	{ Section and Scantlings.....								
	{ Material.....								
* FORE AND AFTERS.	Number.....								
	{ Section and Scantlings.....								
	{ Material.....								
HATCHES	Thickness								
Remarks									

SEE PPT. FOR INTERNATIONAL FREEDOM

* 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?
Are hatchway coamings stiffened in accordance with Rule 9?_____

Length of bulwarks in wells—forward: _____ feet; aft: _____ feet.

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

No. Ft. \times Ft.

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

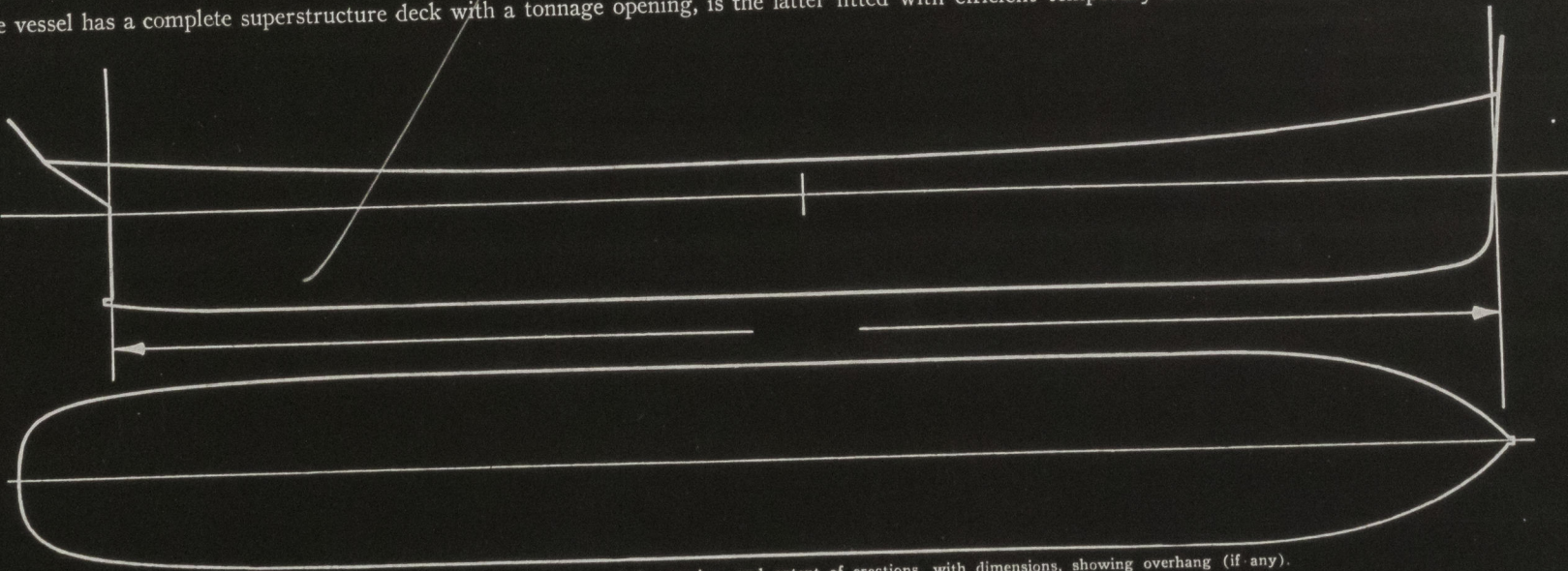
Are Rules 23 and 24 complied with as far as practicable? _____
Are air pipes to tanks in accordance with Rule 25? _____
Are all scuppers and sanitary discharge pipes in accordance with Rule 27? _____

In oil tankers, what is the extent of the fore and aft gangway? _____ Are the crew berthed in the forecabin? (Rule 96).
_____ State spacing of supports _____ feet.

In oil tankers, what is the extent of the fore and aft gangway? _____ Are the crew berthed in the forecabin? _____
Is the gangway strong and efficiently braced fore and aft? _____ State spacing of supports _____ feet.
Is the gangway at least half the length of the exposed portion of the weather deck? (Rule 100). _____

In oil tankers, are the bulwarks open for at least half the length of the deck? 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 :-

Fee: _____ Expenses (if any) _____

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