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Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD - STEAMERS

New York Office Index No.

Port of Survey... *New York*...

Date of Survey... *December 1, 1938*...

Name of Surveyor... *F. G. Keavedy*...

NICKELINER #

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

Ship's Name. " Dolomite 4 "	Port of Registry and Nationality. <i>Rochester, N.Y.</i> U.S.A.	Official Number. 237713	Gross Tonnage. 2189 2250	Date of Build. 1938	Particulars of Classification. <i>Class Contemplated: - +100A1 "Carrying petroleum in bulk." For Service on the Great Lakes New York State Barge Canal + Coastwise Service from Baltimore, Me. to the West Indies."</i>
Number in Register Book... <i>87759</i>					
Owner... <i>Dolomite 4 Corporation</i>		Builder... <i>Dolomite Marine Corp.</i>			Hull No... <i>3</i>
Moulded dimensions <i>291-3" up possible</i> $290.57' \times 43.33' \times 21.00'$ (85% = $17.85'$)					
Moulded displacement at a moulded draught of 85 per cent. of moulded depth					
Coefficient of fineness for use with tables					

DEPTH FOR FREEBOARD.	CORRECTION FOR DEPTH.	CAMBER
Moulded depth (equivalent) in accordance with Rule 35 Section A of U.S. Load Line Regulations	(a) When D is greater than $\frac{L}{15}$ $(D - \frac{L}{15}) \times R = (20.48 - 19.37) \times 2.236 = +2.48"$	Standard $\frac{\times 12}{50} = \dots$
Stringer plate	(b) When D is less than $\frac{L}{15}$ (if allowed) $(\frac{L}{15} - D) \times R = \dots$	Ship Standard Camber used with equivalent depth
Sheathing in wells $T(\frac{L-S}{L}) = \dots$	If restricted by height of superstructures	Difference
Depth D = <i>20.48</i>		Restricted to
		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \checkmark$

SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S. (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed					
" overhang					
R.Q.D. enclosed	54.83	54.83	2.87 (mean)	$\times \frac{2.87}{4.5} = 1.45$	34.65
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed <i>Open</i>	27.50	13.75 (no sheer)	7.12 (mean)	\checkmark	13.75
" overhang					
Trunks forward					
" aft					
Tonnage opening					
Total =	82.33	68.58			48.35
Length of ship (L) =	290.57	290.57			290.57
% Covered... =	28.34%	23.60%			16.6%
Corresponding %, corrected for absence of forecastle if required } A =	34.7%	B = <i>Tanker 1165</i>		Correction for Bridge less than 2L if required } = -4.0%	
Allowance ... =		$\times .1165$			

Actual area of Midship Section above 18' WL.
 $= (18-6) \times 3 + \frac{18^2}{2} + (\frac{3}{12} \times \frac{2}{3} (8-6))$
 $= 112 + 14.13 + 6.22$
 $= 132.35 \text{ sq' } \checkmark$

Area under Standard camber
 $= \frac{2}{3} \times \frac{10.4}{12} \times 43.33$
 $= 25.04 \text{ sq' } \checkmark$

Remaining area = $132.35 - 25.04$
 $= 107.31 \text{ sq' } \checkmark$

Equivalent Moulded Depth
 $= 18' + \frac{107.31}{43.33}$
 $= 20.48' \checkmark$

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1		39.06		1	
2				4	
3				2	
4	<i>No Sheer</i>			4	
5				2	
6				4	
F.P. 7	6.25	78.12	6.25	1	6.25

If excess sheer forward and deficient sheer aft:—

Actual sheer aft = Nil.
 Standard sheer aft = Nil.

Actual sheer forward = Nil.
 Standard sheer forward = Nil.

Length of enclosed superstructure

Forward of amidships = Nil.
 Aft of amidships = Nil.

Mean effective sheer ... = $\frac{6.25}{18} = .347$

Standard sheer .05 L + 5 = 19.53

Difference (Df) = 19.18

Allowance = $Df \times (.75 - \frac{S}{2L}) = 14.53 \times .6083 = 8.83$

If limited on account of amidship superstructure ... = $.69$

If limited on account of excess sheer (1/2 in. per 100 ft.) ... = \checkmark

DRAFTS.

Moulded Depth D =	<i>21'-0"</i>
Stringer Plate = (or Wood Deck)	<i>21'-0"</i>
Freeboard	<i>5'-2 1/4"</i>
Moulded draught	<i>15'-9 3/4"</i>
Addition for <i>strap</i> below base line	<i>3 1/4"</i>
Extreme draught	<i>15'-10 1/2"</i>

F. W. ALLOWANCE

Displacement =

Tons per inch = $40 \times$

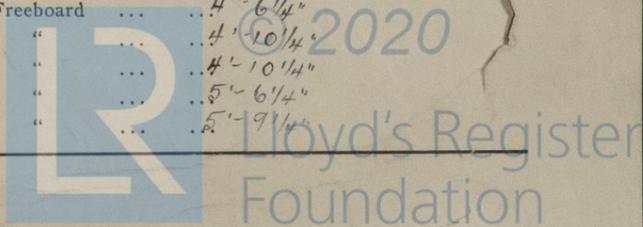
TABULAR FREEBOARD

Corrected for Coefficient	$\frac{1.582}{1.36} = 1.163$
Correction for Depth	$2.48 \checkmark$
" Superstructures	4.0×5
" Sheer	11.88
" Camber	
" Thickness of deck	
" Scantlings, etc. actual depth	6.24
	20.39
Summer Freeboard =	62.17

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" \checkmark	Tropical Fresh Water Freeboard	4'-6 1/4"
Fresh Water Line	4" \checkmark	Fresh Water	4'-10 1/4"
Tropical Line	4" \checkmark	Tropical	4'-10 1/4"
Winter Line (below " ")	4" \checkmark	Winter	5'-6 1/4"
Winter North Atlantic Line	7" \checkmark	Winter North Atlantic	5'-9 1/4"

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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? No
 Has the ~~poop~~ or raised quarter deck an efficient steel bulkhead at the fore end? Yes
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) No openings
 Has the bridge an efficient steel bulkhead at the fore end? No bridge
 Give particulars of the means of closing the openings in this bulkhead None
 Has the bridge an efficient steel bulkhead at the after end? None
 Give particulars of the means of closing the openings in this bulkhead None
 Has the forecastle an efficient steel bulkhead at the after end? Open Forecastle
 Give particulars of the means of closing the openings in this bulkhead None
 Are the engine and boiler openings covered by a ~~bridge~~, ~~poop~~, raised quarter-deck, ^{and} or enclosed by a strong steel deckhouse? Yes
 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 Deckhouse 5/16" plate 4x3x 5/16" stiffeners thus:— T spaced 24"
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? Yes

Particulars of bulkheads of erections:

	Pop-or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	3/8"			
Scantlings of stiffeners	No stiffeners above 1st deck on a/c low R3D		No Bridge	Open Forecastle
Spacing of stiffeners, and if bracketed				
Height of sills of openings above deck	No openings			

Particulars of weather deck hatchways.

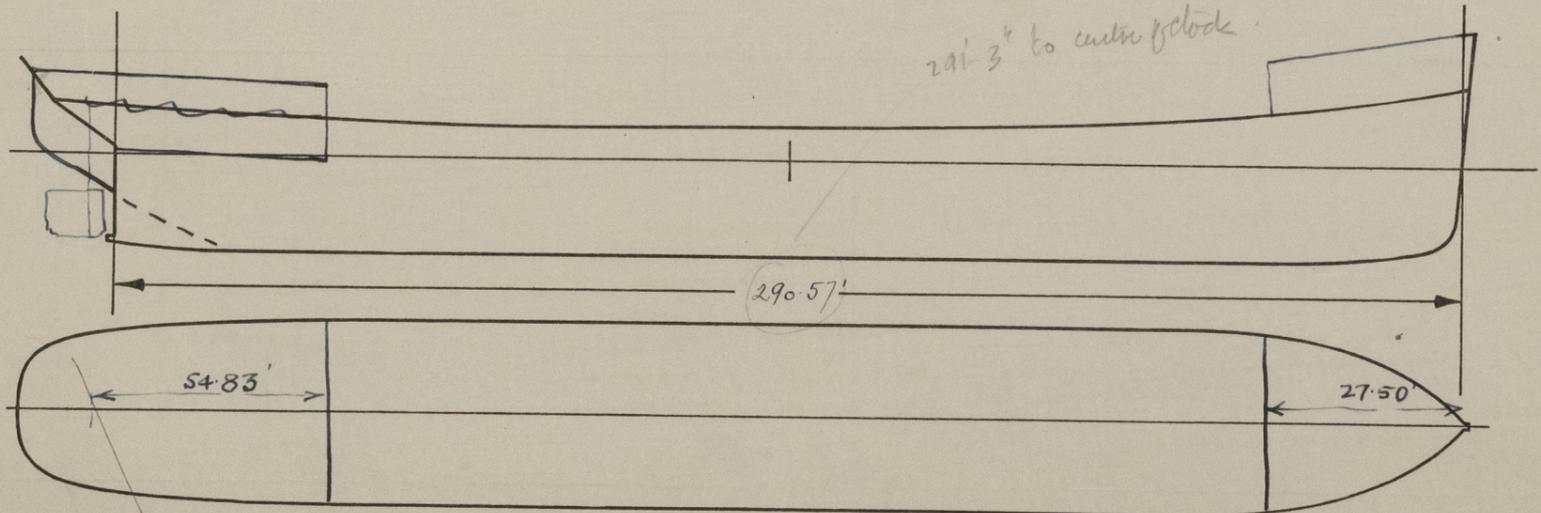
(In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges).

Position and Size.	1 Hatch to fore hold		10 Hatches to main tanks 7'6" x 10'0"		10 Hatches to wing tanks 30' dia					
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING: Height above top of DECK	6'		6"	as	also sundry					
COAMING: Thickness	Sides.....	1/2" approved	1/2"	approved	small hatches					
	Ends.....	1/2"			to fore peak					
SHIFTING BEAMS OR WEB PLATES:	Number.....				offenders +					
	Section and Scantlings.....	None	None		pump rooms					
	Material.....				24" x 36" dia					
* FORE AND AFTERS:	Number.....				6" coaming 3/8" - 1/2" thick					
	Section and Scantlings.....	None	None		plate covers 3/8" thick					
	Material.....									
HATCHES Thickness	5/16" plate	as	3/8"	as	all as approved					
Remarks.....	5x3x 5/16" spaced angle stiffener	approved	Plate	approved						
	depth 26"									

* 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: _____ feet; aft: _____ feet. Open Rails
 Area of freeing ports required by regulations (Rules 30 and 100) forward: ✓ sq. ft.; aft: ✓ sq. ft.
 No. Ft. X Ft.
 Particulars of freeing ports fitted { forward } = ✓ sq. ft. ✓
 on each side of vessel { after } = ✓ 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? None Are the crew berthed in the forecastle? (Rule 96) Crew berthed aft
 Is the gangway strong and efficiently braced fore and aft? ✓ State spacing of supports ✓ feet. Navigation Bridge aft
 In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100). Yes
 Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? Yes

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: \$50.00

Expenses (if any): _____

(Signed) _____