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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. Kennedy*...

*NICKELINER 4*

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

Ship's Name. <b>"Dolomite 4"</b>	Port of Registry and Nationality. <b>Rochester, N.Y.</b>	Official Number. <b>237713</b>	Gross Tonnage. <b>2250</b>	Date of Build. <b>1938</b>	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... <b>87759</b>	U.S.A.				
Owner... <i>Dolomite 4 Corporation</i>	Builder... <i>Dolomite Marine Corp.</i>				Hull No... <b>3</b>
Moulded dimensions <b>290' 57" X 43' 33" X 21' 00"</b> (85% = <b>17' 85"</b> )					
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) ... <b>20' 48"</b>		(a) When <b>D</b> is greater than $\frac{L}{15}$		Standard $\frac{\times 12}{50} = \dots$
Stringer plate ...		$(D - \frac{L}{15}) \times R = (20.48 - 19.37) 2.236 = +2.48"$		Ship Standard Camber, used, with equivalent depth
Sheathing in wells $T(\frac{L-S}{L}) = \dots$		(b) When <b>D</b> is less than $\frac{L}{15}$ (if allowed)		Difference ...
Depth <b>D</b> = <b>20' 48"</b>		$(\frac{L}{15} - D) \times R = \dots$		Restricted to ...
		If restricted by height of superstructures		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \dots$

### SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S <sub>1</sub> (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed					
" overhang					
R.Q.D. enclosed	<b>54.83</b>	<b>54.83</b>	<b>2.87</b> (mean)	$\times \frac{2.87}{4.54} = .63$	<b>34.62</b>
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed <i>Open</i>	<b>27.50</b>	<b>13.75</b> (no sheer)	<b>7.12</b> (mean)	$\times \frac{7.12}{11.65} = .61$	<b>13.75</b>
" overhang					
Trunks forward					
" aft					
Tonnage opening					
Total =	<b>82.33</b>	<b>68.58</b>			<b>48.35</b>
Length of ship (L) =	<b>290.57</b>	<b>290.57</b>			<b>290.57</b>
% Covered ...	<b>28.34%</b>	<b>23.60%</b>			<b>16.64%</b>
Corresponding %, corrected for absence of forecastle if required } <b>A</b> =	<b>34.7%</b>	<b>28.34%</b>			<b>16.64%</b>
Allowance ...	<b>34.7%</b>	<b>28.34%</b>			<b>16.64%</b>

Actual area of Midship Section above 18' WL.

$$= \{ (18-6') \cdot 3' + \frac{1}{2} \cdot \frac{3'^2}{2} + (\frac{3'}{12} \times \frac{2}{3} \cdot (18-6')) \}$$
$$= 112 + 14.13 + 6.22$$
$$= 132.35 \text{ sq'}$$

Area under Standard camber

$$= \frac{2}{3} \times \frac{10.4}{12} \times 43.33$$
$$= 25.04 \text{ sq'}$$

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

Equivalent Moulded Depth

$$= 18' + \frac{107.31}{43.33}$$
$$= 20' 48"$$

### SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1		39.06		1	
2				4	
3				2	
4				4	
5				2	
6				4	
F.P. 7		78.12		1	

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 ... = **19.53**  
Standard sheer .05 L + 5 = **19.53**  
Difference (Df) ... = **19.53**  
Allowance =  $Df \times (.75 - \frac{S}{2L}) = 19.53 \times .6083 = 11.88$   
If limited on account of amidship superstructure ... = **6.9**  
If limited on account of excess sheer (1 1/2 in. per 100 ft.) ... = **6.9**

### DRAFTS.

### F. W. ALLOWANCE

### TABULAR FREEBOARD

(corrected for flush deck if required) =

Moulded Depth <b>D</b> = <b>21' 0"</b>	Displacement =	Corrected for Coefficient $\frac{.902 + .68}{1.36} = \frac{1.582}{1.36} = 1.163$	<b>39.21</b>
Stringer Plate = (or Wood Deck) <b>21' 0"</b>	Tons per inch =	Correction for Depth ...	<b>45.61</b>
Freeboard <b>5' 2 1/4"</b>		" Superstructures ...	
Moulded draught <b>15' 9 3/4"</b>		" Sheer ...	
Addition for <i>strap</i> below base line <b>3 1/4"</b>		" Camber ...	
Extreme draught <b>15' 10 1/4"</b>		" Thickness of deck ...	
		" Scantlings, etc. <i>actual depth</i> ...	
			<b>62.17</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)	8"	Tropical Fresh Water Freeboard	4' 6 1/4"
Fresh Water Line	4"	Fresh Water	4' 10 1/4"
Tropical Line	4"	Tropical	4' 10 1/4"
Winter Line (below " )	4"	Winter	5' 6 1/4"
Winter North Atlantic Line	7"	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, ~~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: - 1 spaced 24"  
Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? Yes

Particulars of bulkheads of erections:

	<del>Poop</del> or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	<u>3/8"</u>			
Scantlings of stiffeners	<u>No Stiffeners above 1st deck on a/c low RBD</u>			
Spacing of stiffeners, and if bracketed		<u>No Bridge</u> ✓		✓ <u>Open Forecastle</u>
Height of sills of openings above deck	<u>No openings</u>			

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.	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	<u>6'</u>		<u>6"</u>	<u>as</u>	<u>also sundry</u>							
	Thickness { Sides.....	<u>1/2"</u>	<u>as</u>	<u>1/2"</u>	<u>approved</u>	<u>small hatches</u>							
	Ends.....	<u>1/2"</u>				<u>to fore/aft</u>							
SHIFTING BEAMS OR WEB PLATES	Number.....					<u>Offerdams +</u>							
	Section and Scantlings.....	<u>None</u>		<u>None</u>		<u>pump rooms</u>							
	Material.....					<u>24" x 36" dia</u>							
FORE AND AFTERS	Number.....					<u>6" coaming 3/8" - 1/2" thick</u>							
	Section and Scantlings.....	<u>None</u>		<u>None</u>		<u>plate covers 3/8" thick</u>							
	Material.....												
HATCHES	Thickness	<u>5/16" Plate</u>	<u>as</u>	<u>3/8"</u>	<u>as</u>	<u>all as approved</u>							
Remarks.....		<u>5x3x 5/16 spaced angle stiffeners</u>	<u>approved</u>	<u>Plate</u>	<u>approved</u>								
		<u>2 Speed 26"</u>											

\* 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

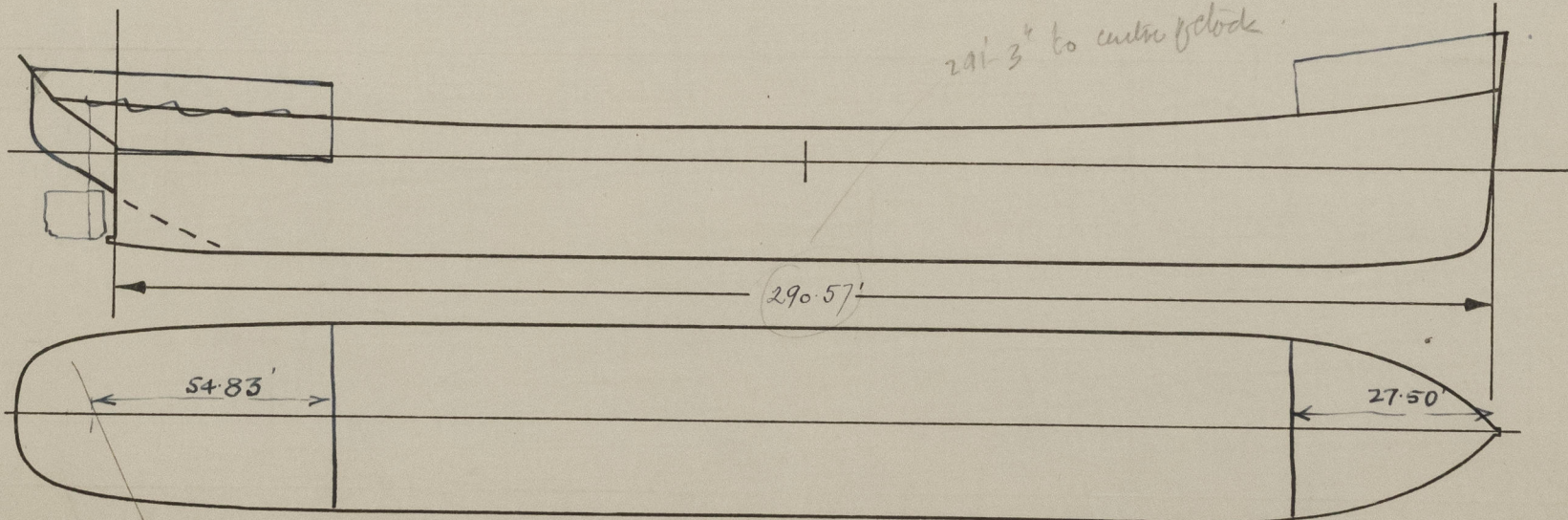
In oil tankers, what is the extent of the fore and aft gangway? None Are the crew berthed in the forecastle? (Rule 96) Crew berthed aft

Is the gangway strong and efficiently braced fore and aft? Yes 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) \_\_\_\_\_

R. O. Kennedy  
Surveyor to Lloyd's Register of Shipping.