

Syd 6/9/32
Rpt. 11b.

18 MAY 1930

Index No. 33721.
(For London Office only)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

No 30352

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 Sunderland.
Date of Survey While building
Name of Surveyor Colin Bartlett.

Ship's Name. **"IRON CHIEF"**
Number in Register Book
Port of Registry and Nationality. Sunderland
Australian.
Official Number. 161992
Gross Tonnage.
Date of Build. 1930.
Particulars of Classification. +100A1
Class contemplated.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>370.35.</u>	<u>52.9.</u>	<u>25.9.</u>	<u>4151.83.</u>
Length on LOADLINE.	<u>369.25.</u>	Frame Depth <u>12.0</u> Rule <u>6</u> Sheer <u>+20</u> Peak <u>3</u> Included <u>Tanks</u>		
CORRECTED DIMENSIONS.	<u>369.25.</u>	<u>51.9.</u>	<u>26.89.</u>	<u>4151.83.</u>

Co-efficient of fineness..... .806.
Any modification necessary { C.D.B. .02
[Para. 4 (a) to (e)]* }
Co-efficient as corrected786

Sheer { Stem..... 102. } 150 ÷ 2 = 75. ...Mean
at { Sternpost ... 48. }
Sheer at $\frac{1}{8}$ of the length from { Stem 56\frac{1}{2}. } 83. ÷ 2 = 41.5. Mean
{ Sternpost 26\frac{1}{2}. }
Gradual mean Sheer 75.46. 75.28. 75.46
Standard mean Sheer [Table, Para. 18] 46.92. Correction .08
Difference..... 28.31 ÷ 4 = 7.07
§ If limited as Para. 18 (f) -7.

Rise in Sheer { At front of bridge house.....
from amidships {
[Para. 18 (e)] { At after end of forecastle

Fall in Sheer }
Para. 18 (d) } ÷ 2 =
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 3-9\frac{1}{4}.
Correction for Length, if required (Para. 12, 13, and 14) + 2.
Freeboard by Table A, corrected for sheer, and for length, {
if required (Para. 12, 13, and 14) } 3-11\frac{1}{4}.
Difference 6-8\frac{3}{4}.
Percentage as below..... 2-9\frac{1}{2}.
30.32.
10.16

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)
Allowance for Deck Erections 10\frac{1}{4}

	Length.	Length allowed.	Height.
Forecastle.....	<u>35.75.</u>	<u>35.75</u>	<u>7' 6"</u>
Bridge House	<u>110.25.</u>	<u>110.25</u>	<u>7' 6"</u>
† Raised Qr. Dk.....			
Poop.....	<u>29.83.</u>	<u>29.83</u>	<u>7' 6"</u>
Total		<u>175.83.</u>	
Length of Ship	<u>369.25.</u>		<u>476.</u>
Corresponding percentage { (Para. N, 12, 13, or 14) }		<u>30.32%</u>	

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

Fresh Water Line	above centre of Disc	...
Indian Summer Line	" " "	...
Winter Line	below " "	...
Winter North Atlantic Line	" " "	...

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† 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 stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

Moulded Depth as measured..... 28-25.
Addition for Keel below base line for draught record..... 1\frac{3}{4} 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..... 369.25.
Length in Table 339.
Difference 30.25.
Correction for 10ft., Table A. 1.45 Table C. .7
× Difference divided by 10..... 4.4 (if required.) 2.12
If $\frac{1}{10}$ ths length covered divide by 2 + 4\frac{1}{2}. + 2.

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered476
Thickness of usual wood deck, less stringer 3\frac{1}{2} +71 -1\frac{3}{4}.

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 52' 8".
Round of Beam 13"
Normal round..... 13.2' 16"
Difference16 ÷ 2 = .08
Proportion of Deck uncovered (Para. 19)

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

Freeboard, Table A 6-11\frac{1}{4}.
Correction for Sheer -7.
Correction for Length 6-4\frac{1}{4}.
Allowance for Deck Erections + 4\frac{1}{2}.
Correction for Round of Beam..... 6-8\frac{3}{4}.
Correction for fall in Sheer (if any)..... -10\frac{1}{4}.
Correction for Steel Deck (if required) 5-10\frac{1}{2}.
Additions for non-compliance with provisions of Para. 11 (d) and (e) †
Other Corrections (if any)

Winter Freeboard 5-8\frac{3}{4}.
Summer Freeboard (4.5%) 5-4.
Indian Summer Freeboard 4-11\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 5-10\frac{1}{2}.
Summer " " " " 5-5\frac{3}{4}.
Indian Summer " " " " 5-1.
N.A. Winter " " " " 5-6.5\frac{1}{2}.

5-6\frac{1}{2}.
-6\frac{1}{2}.
-5.4\frac{1}{2}.
-4\frac{1}{2}.
5

† 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.

F.W. = 10180 = 643
40 × 3960

010640-010651-0287

Do all the Frames extend to the top height in the Poop? yes Raised Quarter Deck? yes Bridge House? yes Forecastle? yes
 To what height do the Reverse Frames extend? B. A. Framing
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? yes
 Give particulars of the means for closing the openings in Bulkhead Steel door
 Is the Poop or Raised Quarter Deck connected with the Bridge House? no Has the Bridge House an efficient Bulkhead at the fore end? yes
 Give particulars of the means for closing the openings in Bulkhead Steel w. r. doors
 What is the thickness of the Bridge Front plating? .40 and Coaming plate? .44
 Give scantlings and spacing of the Stiffeners 9 x 3 x .46 B. A. spaced 30"
 Are bracket plates fitted at each end of the Stiffeners? suggested Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? yes
 Has the Bridge House an efficient Iron Bulkhead at the after end? yes
 How are the openings closed? Full height shifting boards in riveted channels
 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? yes
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? Bridge
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? yes
 Give thickness of plating; scantlings and spacing of Stiffeners yes
 What is the height of the exposed Casings? yes 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: yes Bridge D^o

Position and Size.		No. 1. 31'-6" x 29'-0"		No. 2. 31'-6" x 30'-0"		No. 3. 15'-9" x 30'-0"		No. 4. 31'-6" x 30'-0"		No. 5. 31'-6" x 29'-0"	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	32	32	32	32	32	32	32	32	32	32
Thickness	Sides	.50	.50	.56	.50	.44	.44	.50	.50	.50	.50
	Ends	.44	.44	.44	.44	.44	.44	.44	.44	.44	.44
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	5	5	2	2	5	5	5	5
	Section and Scantlings	23 x 38	D ^o	23 1/2 x 40	D ^o	17 1/2 x 36	D ^o	As for No. 2.	As for No. 1.		
	Material	11 Lb x 3 1/2 x 5		6 x 3 1/2 x 52		6 x 3 1/2 x 52					
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES	Thickness	3	3	3	3	3	3	3	3	3	3
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? yes Strake between Main and Bridge Sheerstrakes? yes

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

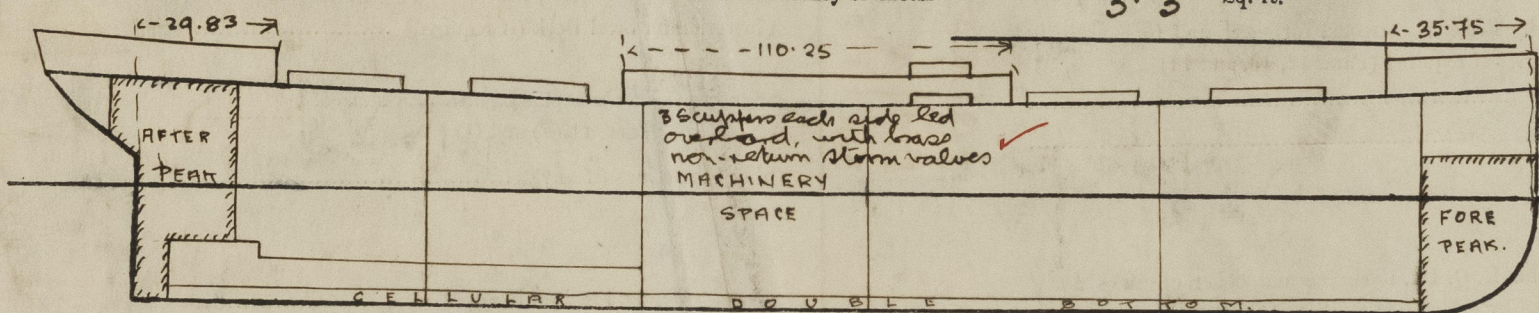
Ft. Tenths. Ft. Tenths. No.

For semi-1.5 x 3.0 x 5
 aft 1.5 x 3.0 x 5

Freeing Ports
 (each side of vessel)

Forward 19.35 Sq. ft.
 aft 19.35
 Forward 21.0 Sq. ft.
 aft 21.0

Total deficiency or excess = 3.3 Sq. ft.



23 1/2 = 10180 tons

Displacement at Broad Draught (23'-1") = 10,160 Tons.
 T.P.S. " " " = 39,60 Tons.

Moulded displacement at 85% of moulded depth (24'-0") = 10,620 Tons

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 yes

Builder's name and yard number Messrs Baxfords & Sons Ltd No: 607.

Names of sister vessels yes

Owners Interstate Steamship Co.

Address Sydney N.S.W.

Fee £ 8 : 6 : 8 Received by me See F.C. Report.

Will be charged on completion



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