

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

118 DEC 1944

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having POOP, BRIDGE & FORECASTLE.

(Type of Superstructures.)

Ship's Name <u>"CLEVELAND"</u> <u>EX "FORBES ROAD"</u>	Nationality and Port of Registry <u>BRITISH</u> <u>LONDON</u>	Official Number <u>181778</u>	Gross Tonnage <u>10667.70</u>	Date of Build <u>1944</u>
--	---	----------------------------------	----------------------------------	------------------------------

Moulded Dimensions: Length 503'-0" Breadth 68'-0" Depth 39'-3"

Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons

Coefficient of fineness for use with Tables .745

Port of Survey FALMOUTH

Date of Survey 4th & 18th Nov. 1944

Name of Surveyor R. E. Richard

Particulars of Classification CLASSIFICATION
CONTEMPLATED

Depth for Freeboard (D)				Depth correction		Round of Beam correction	
Moulded depth	...	...	...	(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	68'-0"
Stringer plate	...	...	...	(39.33 - 33.53) 3 = + 17.40"		Standard Round of Beam = $\frac{B \times 12}{50}$	16.32"
Sheathing on exposed deck	...	...	...	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	18"
$T \left(\frac{L-S}{L} \right) =$						Difference	1.68
Depth for Freeboard (D) =	39.33			If restricted by superstructures		Restricted to	
						Correction = $\frac{\text{Diff}^o}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{1.68}{4} \times \left(1 - \frac{16.010}{18} \right) = .25"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equiv.</i>	108.67	108.67	8'-0"	✓	108.67
" overhang	✓	✓	✓	✓	✓
R.Q.D. enclosed	✓	✓	✓	✓	✓
" overhang	38.67	38.67	8'-0"	✓	38.67
Bridge enclosed <i>equiv.</i>	40.00	40.00	8'-0"	✓	40.00
" overhang aft	✓	✓	✓	✓	✓
" overhang forward	✓	✓	✓	✓	✓
F'cle enclosed	53'-0"	53.00	11'-0"	✓	53.00
" overhang	2.75	.37	✓	✓	.37
Trunk aft	✓	✓	✓	✓	✓
" forward	✓	✓	✓	✓	✓
Tonnage opening aft	✓	✓	✓	✓	✓
" forward	201.09	201.09	✓	✓	201.09
Total	201.09	200.71			200.71

Standard Height of Superstructure	7.5'
" " R.Q.D.	✓
Deduction for complete superstructure	42.00"
Percentage covered $\frac{S}{L} =$	39.98
" " $\frac{S_1}{L} =$	39.90
" " $\frac{E}{L} =$	30.90
Percentage from Table, Line A Tanker	30.90
(corrected for absence of forecastle (if required))	✓
Percentage from Table, Line B.	✓
(corrected for absence of forecastle (if required))	✓
Interpolation for bridge less than 2L (if required)	✓
Deduction =	42.00 × .3090 = 12.98"

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	60.30	1		60.30	24.00	24.00	1		24.00
$\frac{1}{2}$ L from A.P.	26.835	4		107.34	4.00	4.00	4		16.00
$\frac{3}{8}$ L	6.63	2		13.26	✓	✓	2		✓
Amidships	✓	4		✓	✓	✓	4		✓
$\frac{3}{8}$ L from F.P.	13.27	2		26.54	✓	✓	2		✓
$\frac{1}{2}$ L	53.67	4		214.68	6.00	6.00	4		24.00
F.P.	120.60	1		120.60	18.00	18.00	1		18.00
Total				542.72					82.00

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{460.72}{18} \left(.75 - \frac{1999}{5501} \right) = + 14.08"$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Ft.
Depth to Freeboard Deck = 39.33
Summer freeboard = 9.23
Moulded draught (d) = 50.10

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 7.52 = 7 $\frac{1}{2}$ "
Addition for Winter North Atlantic Freeboard (if required) = 7.52 + 5.03 = 12 $\frac{1}{2}$ "

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$
Tons per inch immersion at summer load water line
T =
Deduction = $\frac{\Delta}{40T}$ inches
= 8 $\frac{1}{4}$ "

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{1.745 + .68}{18} = 1.425/136$

	+	-
Depth Correction	17.40	✓
Deduction for superstructures	✓	12.98
Sheer correction	14.08	✓
Round of Beam correction	✓	.25
Correction for Thickness of Deck amidships	✓	✓
Other corrections, scantlings, etc.	✓	✓
	31.48	15.23

Summer Freeboard = 110.67.

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck: 9' 2 $\frac{3}{4}$ "

Tropical Fresh Water Line above Centre of Disc	...	15 $\frac{3}{4}$ "
Fresh Water Line	"	8 $\frac{1}{2}$ "
Tropical Line	"	7 $\frac{1}{2}$ "
Winter Line below	"	7 $\frac{1}{2}$ "
Winter North Atlantic Line	"	12 $\frac{1}{2}$ "

Tropical Fresh Water Freeboard	4' 11"
Fresh Water	8' 6 $\frac{1}{2}$ "
Tropical	8' 4 $\frac{1}{4}$ "
Winter	9' 10 $\frac{1}{4}$ "
Winter North Atlantic	10' 3 $\frac{1}{4}$ "

AT PRESENT CUT IN ON SHIP'S SIDES AND IN ACCORDANCE WITH AMERICAN BUREAU OF REGISTER CERTIFICATE NO 1-6759

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

Description of Hatchway		HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS							FO'CLE DECK
		FORWARD	CARGO	FORE PEAK	TO DECK	TO FORE & AFT	TO FUEL	TO MACH	
Dimensions of Hatchway		11' 3" x 17' 9"	48" DIA	3' 2" x 3' 2"	24 1/2" DIA	24 1/2" DIA	36" DIA	2' 6" x 2' 6"	2' 6" x 2' 6"
COAMINGS	Height above Deck	30"	30 1/2"	30"	24"	24"	30"	24"	27"
	Thickness	5"	7/16"	5"	5"	5"	5"	3/8"	3/8"
	Sides	3" RAY	✓	3" RAY	3" RAY	3" RAY	✓	✓	✓
	Stiffeners	3" RAY	✓	3" RAY	3" RAY	3" RAY	✓	✓	✓
	Brackets, Stays	FLANGE BWS Sides & Ends	✓	✓	✓	✓	✓	✓	✓
HATCH BEAMS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Scantling and Sketch	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
FORE AND AFTERS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Unsupported Lengths	...	...	...	...	...	...	...	...
	Scantling and Sketch	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
HATCH COVERS	Material	HINGED STEEL W.T. COVER	✓	✓	✓	✓	✓	✓	✓
	Thickness	...	...	...	...	...	...	...	...
	How fitted	WITH TUGGLES	✓	✓	✓	✓	✓	✓	✓
	Bearing Surface	5" THICK	✓	✓	✓	✓	✓	✓	✓
Spacing of Cleats	...	✓	✓	✓	✓	✓	✓	✓	✓
Number of Tarpaulins	...	✓	✓	✓	✓	✓	✓	✓	✓

Particulars of fiddle, funnel and ventilator coamings:—

FUNNEL AND ENGINE CASING VENTILATOR COAMINGS EFFICIENTLY CONSTRUCTED AND FITTED WITH COWL TURNING GEAR.

ENGINE ROOM SKYLIGHTS STRONGLY CONSTRUCTED OF STEEL WITH HINGED FLAPS.

ENGINE ROOM - 2 OPENINGS (P&S) FITTED WITH HINGED STEEL COVERS.

Particulars of Flush Bunker Scuttles:—

POOP DECK - TO AFT STERN SPACE, 18" DIA, CHAIN ATTACHMENT.

of strong construction with bayonet joint?

Particulars of Companionways:—

PUMP ROOMS:— HINGED STEEL W.T. DOORS (P&S) SIDES AFT PUMP ROOM & PS FOR PUMP ROOM) MANIPULATED FROM BOTH SIDES.

AFT PUMP ROOM - 5'0" x 2'2 3/4" x 18" SILL. FOR PUMP ROOM - 6'0" x 2'2" x 7/8" x 18" SILL.

POOP DECK HOUSE:— HINGED STEEL W.T. DOORS (FOR, P&S, AFT - 6 IN NUMBER) MANIPULATED FROM BOTH SIDES.

OPENINGS - 5'0" x 2'4 1/2" x 18" SILL.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

FORECASTLE DK:— TO F.P. LOWER STORE, 12" DIA, 26" COAMING, MUSHROOM SCREW DOWN COVER. TO F.P. UPPER STORE, 12" DIA, 61" COAMING, BRKTED TO DECK WITH HINGED COVER & TUGGLES.

TO FO'CLE SPACE THRU FO'CLE BK, 12" DIA, 30" COAMING, W.T. HINGED COVER & TUGGLES.

FREEBOARD DK:— TO FOR HLD (P&S) 15" DIA, 12'6" COAMING, BRKTED TO FO'CLE BK, W.T. HINGED COVER & TUGGLES.

TO FOR PUMP ROOM (ON ROOF) P&S, 15" DIA, 36" COAMING, W.T. HINGED COVER & TUGGLES.

TO AFT PUMP ROOM (PS) 21" DIA, 11'2" COAMING, BRKTED TO PUMP ROOM CASING, PERMANENT CANOPY, GRILL BELOW.

POOP DK:— TO ACCOMMODATION (P&S) 18" DIA, 13'0" COAMING, BRKTED TO DECKHOUSE, W.T. HINGED COVER & TUGGLES.

TO STEERING GEAR FLAT (SS) 10" DIA, 33" COAMING, WITH PERMANENT PATENT LOUVER TYPE COVER.

BRIDGE DK:— TO BRIDGE SPACE, (2P, 2S) 12" DIA, 36" COAMING, WITH HINGED STEEL W.T. COVER & TUGGLES.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

FORECASTLE DK:— TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

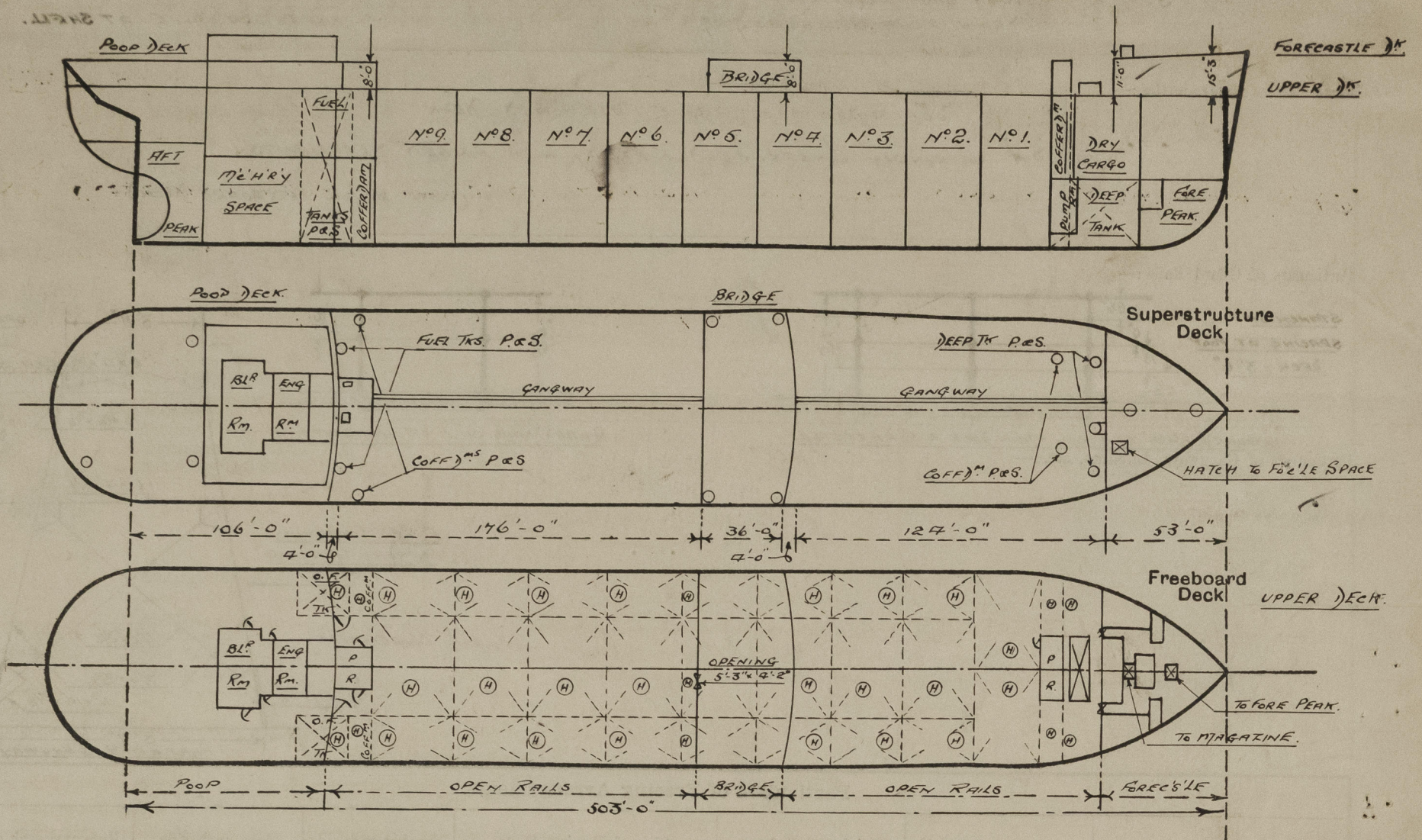
TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36" COAMING, WITH GOOSE NECK.

TO F.P. TANK, 4" DIA, 36"

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:—

Equip. telco
pump 106
+ 2/3 x 4 2.67
Equip. Endd 108.67

Bridge 36
2/3 x 4 2.67
Equip. Endd 38.67

Builder's name and yard number KAISER COMPANY, INC. PORTLAND, OREGON.

Names of sister ships ✓

Owners CLEVELAND PETROLEUM CO, LTD, LONDON. MANAGERS:- ESSO TRANSPORTATION CO, LTD.

Fee £ 20 0 0 Received by me

Exps:- 6/-



© 2021

Lloyd's Register Foundation