

ST JAMES

36627

Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD - STEAMERS

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

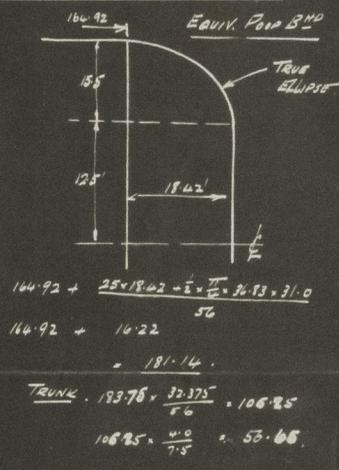
New York Office Index No.
 Port of Survey... *Moan Lo... Ala.*
 Date of Survey... *While building*
 Name of Surveyor... *J. Hanna*

EX

Ship's Name M.S. WILLIAM C McTARNAHAN	Port of Registry and Nationality NEW YORK AMERICAN	Official Number -	Gross Tonnage 7300 <i>Approx.</i>	Date of Build. 1941	Particulars of Classification +100A1 Carrying Petroleum in Bulk <i>(Class Contemplated)</i>
Number in Register Book <i>National Bulk Carriers</i>	Builder <i>Alabama Shipyard S.S. Co</i>	Hull No. 222			
Moulded dimensions 416' x 56' x 35' (85% = 29.75')	Moulded displacement at a moulded draught of 85 per cent. of moulded depth 162.50 tons			Coefficient of fitness for use with tables 1.821	

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
Moulded depth	35.00	(a) When D is greater than $\frac{L}{15}$	$(D - \frac{L}{15}) \times R = (35.06 - 27.73) \times 3 = +21.99$	Standard	$\frac{56 \times 12}{50} = 13.44$
Stringer plate	.06	(b) When D is less than $\frac{L}{15}$ (if allowed)		Ship $\frac{1}{2}$ per ft. equiv.	10.5
Sheathing in wells	✓	$(\frac{L}{15} - D) \times R$	If restricted by height of superstructures	Difference	2.9
Depth D =				35.06	Restricted to
				Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{2.9}{4} \times \frac{220}{416} = 0.16$	

SUPERSTRUCTURES.					
	Mean Covered Length S.	Effective Length S _e (Unrestricted for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed	181.14	181.14	7.75		181.14
" overhang	✓	✓	✓	✓	✓
R.Q.D. enclosed	✓	✓	✓	✓	✓
" overhang	✓	✓	✓	✓	✓
Bridge enclosed	✓	✓	✓	✓	✓
" overhang aft	✓	✓	✓	✓	✓
" overhang forward	✓	✓	✓	✓	✓
Fore enclosed	394.2	394.2	7.75		394.2
" overhang	✓	✓	✓	✓	✓
Trunks forward	159.08	108.25	4.0	$\times \frac{4.0}{7.5}$	56.68
" aft	24.87				
Tonnage opening	✓	✓	✓	✓	✓
Total =	220.54	326.01			277.91



Length of ship (L) = 416
 % Covered = 68.1
 Corresponding % corrected for absence of forecastle if required = **TANKER**
 Allowance = 59.27 × 42 = 24.80
 Correction for Bridge less than 2 L if required = 24.80

SHEER.						
Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.	
A.P. 1	3 8.2 5	5 1.6	3 8.2 5	1	3 8.2 5	
2	5.5	2 3.0	5.5	4	22.0	
3	0	5.7	0	2	0	
4	0	0	0	4	0	
5	0	1 1.3	0	2	0	
6	1 5.7 5	4 5.9	1 5.7 5	4	6 3.0	
F.P. 7	8 6.0	1 0 3.2	8 6.0	1	8 4.0	

If excess sheer forward and deficient sheer aft:—
 Actual sheer aft =
 Standard sheer aft =
 Actual sheer forward =
 Standard sheer forward = *sheer deficient*

Mean effective sheer = $\frac{18}{18} \times 207.25 = 11.52$
 Standard sheer .05 L + 5 = 25.80
 Difference (Df) = 14.28
 Allowance = $Df \times (75 - \frac{S}{2L}) = 14.28 (75 - 26.5) = 6.92$
 If limited on account of amidship superstructure = ✓
 If limited on account of excess sheer (1 1/2 in. per 100 ft.) = ✓

Length of enclosed superstructure L
 Forward of amidships = ✓
 Aft of amidships = ✓

DRAFTS.	F. W. ALLOWANCE	TABULAR FREEBOARD (corrected for flush deck if required)
Moulded Depth D = 35.00	Displacement = 15600	$.821 + .68 = 1.501$
Stringer Plate = .06	Tons per inch = 50	$\frac{1.501}{1.36} = 73.29$
Freeboard = 35.06		
Moulded draught 28.72"		
Addition for keel below base line .07	$\frac{15600}{40 \times 50} = 7.8$	
Extreme draught 28.8"	7 1/4"	
		Summer Freeboard = 77.47"

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <i>WATER</i> Steel, <i>WATER</i> Deck			
Tropical Fresh Water Line (above center of Disc)	1 5"	Tropical Fresh Water Freeboard	5.23
Fresh Water Line	7 1/4"	Fresh Water	5.93
Tropical Line	7 1/4"	Tropical	5.10 1/2
Winter Line (below ")	7 1/4"	Winter	7.0 3/4
Winter North Atlantic Line " "	1 1/2"	Winter North Atlantic	7.5

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 Bridge
 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? ✓
 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? Yes
 Give particulars of the means of closing the openings in this bulkhead Stable steel plate attached by hook bolts. (W.T. done in steel plate operation from both sides)
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? Poop
 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)? Yes

Particulars of bulkheads of erections:

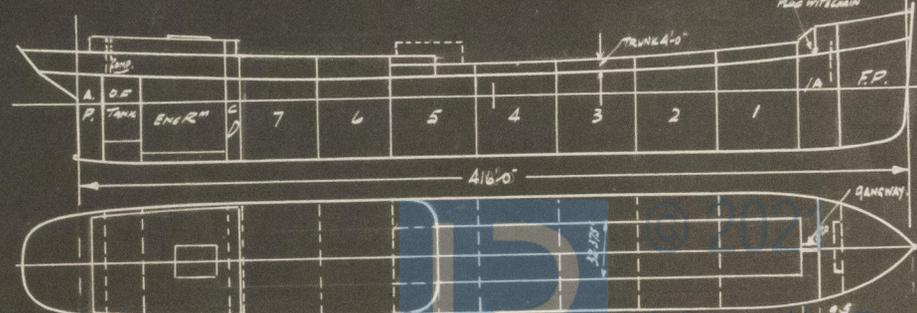
	Poop or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	.44			.32
Scantlings of stiffeners	8" 4 x 7/16"			3 1/2" x 3 = 7/16"
Spacing of stiffeners, and if bracketed	31" Hatch			32 1/2" Hatch top unless shown
Height of sills of openings above deck	No openings			12"

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.	Cargo Tank Hatchways		Upper Deck Hatchways		Fore and Aft Hatchways		Hatchways to Closed Rooms		Tonnage Hatchways	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of DECK	6"		30"		20" diam x 4" opening		3/16" x 4/8" 3" opening		20" diam x 30" high	
COAMING Thickness	Sides	3/8"			3/8"		3/8"		3/8"	
	Ends									
SHIFTING BEAMS OR WEB PLATES	Number				3/8 W.T. bolted steel plate cover		3/8 W.T. bolted steel cover with 3/8 x 3/4" stiffener		3/8 oil tight bolted steel covers	
	Section and Scantlings	3/4" thick, secured by strong								
	Material	base			(Chain attached)				hinged.	
FORE AND AFTERS	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness										
Remarks	* 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: open rails sq. ft.; aft: _____ sq. ft. = 9'0" apart.
 Particulars of freeing ports fitted on each side of vessel
 { forward well } Stanchions 42" high spaced 12" sq. ft. Chain 1/4"
 { after well } Three ten 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? from Tank to fore 4.5' Are the crew berthed in the forecastle? (Rule 96) No
 Is the gangway strong and efficiently braced fore and aft? Yes State spacing of supports 9.5' feet.
 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-computed spaces above forecastle deck.
 Sister vessels: M.S. PETROFUEL
 Fee: \$100 Expenses (if any): \$10
 Surveyor to Lloyd's Register of Shipping.