

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. **26038**
 Port of Survey *Baltimore, Md.*
 Date of Survey *Dec. 11, 1931, Jan. 20, 1932*
 Name of Surveyor *D. Haster*

Ship's Name <i>Mag Gulf</i>	Port of Registry and Nationality <i>Boston U.S.A.</i>	Official Number <i>216767</i>	Gross Tonnage <i>5438</i>	Date of Build <i>1918-8</i>	Particulars of Classification <i>+100A1</i>
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Builder *New York L.B. Corp.* Hull No. *192*
 Dimensions *377.33 x 55.0 x 34.42* (85% = *29.26*)
 Displacement at a moulded draught of 85 per cent. of moulded depth *13,320 tons*
 Coefficient of fineness for use with tables *768*

FREEBOARD.	CORRECTION FOR DEPTH.		CAMBER
	Depth <i>D</i> = <i>34.42</i>	(a) When <i>D</i> is greater than $\frac{L}{15}$	

$(D - \frac{L}{15}) \times R = (34.42 - \frac{377.33}{15}) \times 9.33 = +27.08$
 $(\frac{L}{15} - D) \times R = \dots$
 If restricted by height of superstructures

Standard $\frac{55}{50} \times 12 = \dots 13.20$
 Ship $\dots 13.75$
 Difference $\dots 55$
 Restricted to
 Allowance = $\frac{\text{Difference}}{\frac{55}{4} \times 653} \times (1 - \frac{S}{L}) = -0.09$

SUPERSTRUCTURES.

Mean Covered Length S.	Effective Length S. (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
<i>26.50</i>	<i>26.50</i>	<i>8 ft</i>	<input checked="" type="checkbox"/>	<i>26.50</i>
<i>67.50</i>	<i>67.50</i>	<i>8 ft</i>	<input checked="" type="checkbox"/>	<i>67.50</i>
<i>8.00</i>	<i>6.00</i>			<i>6.00</i>
<i>31.00</i>	<i>31.00</i>	<i>8 ft</i>	<input checked="" type="checkbox"/>	<i>31.00</i>

* *Fauker allowance + 7% steel hatch, covers gangway etc.*

Total = $\frac{133.00}{377.33} = 35.25\%$ $\frac{131.00}{377.33} = 34.71\%$
 Length of ship (L) = *377.33*
 Corrected for A = B = *Fauker 25.71%* * Correction for Bridge less than 2 L if required } *Not required (Fauker) **
 Allowance = *40.49* $\times .2571 = -10.41$

SHEER.

Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
<i>6.75</i>	<i>47.73</i>	<i>16.75</i>	<i>1</i>	<i>16.75</i>
<i>1.70</i>	<i>21.00</i>	<i>1.70</i>	<i>4</i>	<i>6.80</i>
<i>.40</i>	<i>5.25</i>	<i>.40</i>	<i>2</i>	<i>.80</i>
<i>5.85</i>	<i>10.50</i>	<i>5.85</i>	<i>4</i>	<i>11.70</i>
<i>3.40</i>	<i>42.00</i>	<i>23.40</i>	<i>2</i>	<i>93.60</i>
<i>1.00</i>	<i>95.46</i>	<i>81.00</i>	<i>4</i>	<i>81.00</i>

If excess sheer forward and deficient sheer aft:—

$\frac{\text{Actual sheer aft}}{\text{Standard sheer aft}} =$
 $\frac{\text{Actual sheer forward}}{\text{Standard sheer forward}} =$

Length of enclosed superstructure $\frac{73.50}{377.33} = 19.48\%$
 Forward of amidships =
 Aft of amidships =

$18) \frac{210.65}{11.70} = 23.87$
 $(.75 - \frac{S}{2L}) = 12.17(.75 - .176)$
 It of amidship superstructure =
 It of excess sheer (1 1/2 in. per 100 ft.) =

F. W. ALLOWANCE	TABULAR FREEBOARD (corrected for flush deck if required)
Displacement = <i>34'-5"</i>	Corrected for Coefficient $\frac{768 + 68}{1.36} = 1.448$
Tons per inch = <i>34'-5 3/4"</i>	Correction for Depth $\dots 27.08$
<i>6'-7"</i>	Superstructures $\dots 10.41$
<i>27'-10 3/4"</i>	Sheer $\dots 6.99$
Deck line <i>2 1/2"</i>	Camber $\dots .09$
<i>28'-1 1/4"</i>	Thickness of deck \dots
	Scantlings, etc. \dots
	Summer Freeboard = $52.14 + 23.57 = 79.08$

Comparison
 Comparison

FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, upper Deck:—	Deck:—
Tropical Fresh Water Line (above center of Disc)	Tropical Fresh Water Freeboard $\dots 6'-7"$
Fresh Water Line " " " <i>7 1/2"</i>	Fresh Water " $\dots 5'-11 1/2"$
Tropical Line " " " <i>7"</i>	Tropical " " $\dots 7'-2"$
Winter Line (below " ") <i>7"</i>	Winter " " \dots
Winter North Atlantic Line " " " <i>7"</i>	Winter North Atlantic " " \dots

And only whilst engaged in the carriage of coal in bulk through Chesapeake Bay, the Potomac Bay, the distance off shore at no time to exceed 100 miles.

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) Hinged steel W.T. Doors
 Has the bridge an efficient steel bulkhead at the fore end? Yes
 Give particulars of the means of closing the openings in this bulkhead Hinged steel W.T. doors (two)
 Has the bridge an efficient steel bulkhead at the after end? Yes
 Give particulars of the means of closing the openings in this bulkhead Hinged steel W.T. Doors (three)
 Has the forecastle an efficient steel bulkhead at the after end? Yes
 Give particulars of the means of closing the openings in this bulkhead Hinged steel W.T. doors (two)
 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?
 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	Fore
Thickness of bulkhead plating	3/8"	7/16"	3/8"	
Scantlings of stiffeners	10" x 3 1/4" x 3/8 Lcl	7" x 3 1/2" x 7/16" Ls	7" x 3 1/2" x 7/16" L	7" x 3 1/4" L
Spacing of stiffeners, and if bracketed	33" T. B.	25 1/2" (avg) T. B.	28" Info	34"
Height of sills of openings above deck	14" above Hatch Trunk	24 3/4"	18"	

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

Position and Size.	No. 1		No. 2+9		No. 10			
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Item.	22' 1" x 13' 8 1/2" x 28' 3 1/2"		15' 9" x 28' 3 1/2"		13' 7" x 25' 2 1/2" x 28' 3 1/2"			
COAMING	Height above top of DECK	36"	36"	36"	36"			
	Thickness	Sides	9/16	9/16	9/16			
		Ends	9/16	9/16	9/16			
SHIFTING BEAMS OR WEB PLATES.	Number							
	Section and Scantlings							
	Material							
* FORE AND AFTERS.	Number							
	Section and Scantlings							
	Material							
HATCHES	Thickness							
Remarks	All Steel Hatch covers 7/16" plate stiffened by channels 13 1/2" x 13"							

* 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 (all steel hatch covers)
 Are hatchway coamings stiffened in accordance with Rule 9? Yes

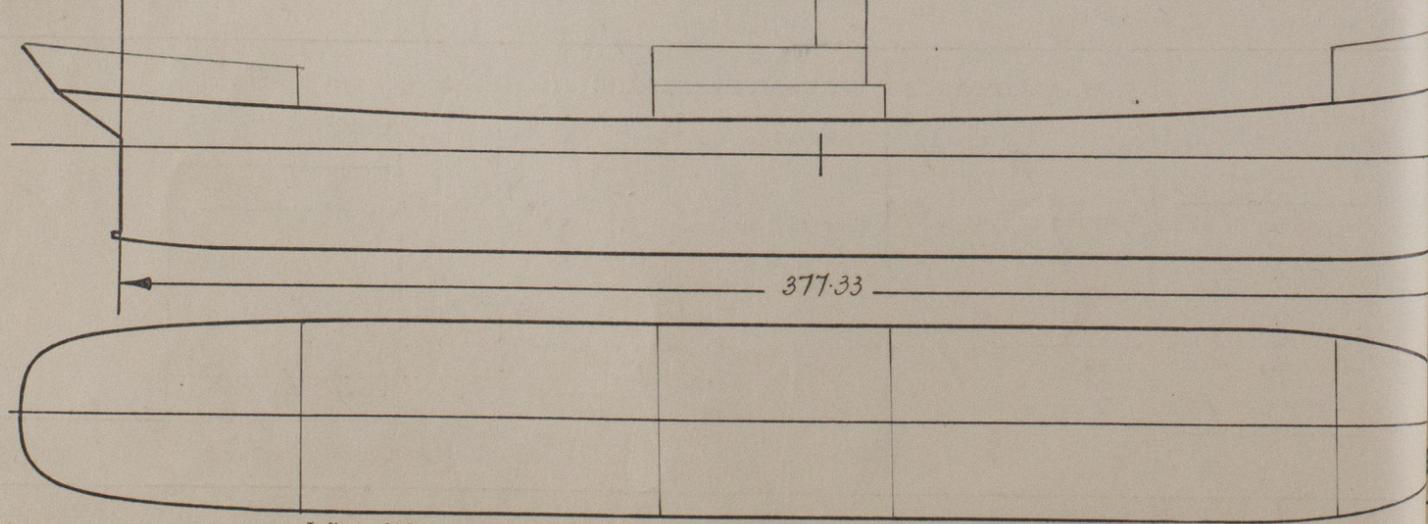
Length of bulwarks in wells—forward: 146' 6" feet; aft: 105' 10" feet.
 Area of freeing ports required by regulations (Rules 30 and 100) forward: _____ sq. ft.; aft: _____ sq. ft.
 No. Ft. x Ft.

Particulars of freeing ports fitted on each side of vessel
 forward well } _____ = _____ sq. ft. 50% open rails
 after well } _____ = _____ 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? Deck to Bridge Are the crew berthed in the forecastle? (Rule 96) _____
 Is the gangway strong and efficiently braced fore and aft? Yes State spacing of supports _____ feet.
 In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100) _____
 Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? _____

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: _____
 Fee: \$ 80.00 Expenses (if any) 2.00