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# 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. 153  
Port of Survey *New York*  
Date of Survey *Oct 13<sup>th</sup> 1932*  
Name of Surveyor *W. Bennett*

Ship's Name <i>Acme</i>	Port of Registry and Nationality <i>New York U.S.A.</i>	Official Number <i>214173</i>	Gross Tonnage <i>6878</i>	Date of Build <i>1916-6</i>	Particulars of Classification <i>1100A1 "Barry" fit in bulk Long Framing. S=NYK No. 1228</i>
Number in Register Book... <i>56484</i>					Hull No. <i>125</i>
Owner... <i>Standard Vacuum Through Co.</i>	Builder... <i>Union Iron Works</i>				
Moulded dimensions <i>435.0 x 56.0 x 33.5</i> (85% = <i>28.47</i> )					
Moulded displacement at a moulded draught of 85 per cent. of moulded depth... <i>16030 Tons</i>					
Coefficient of fineness for use with tables... <i>809</i>					

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
Moulded depth	<i>33.50</i>	(a) When <b>D</b> is greater than $\frac{L}{15}$		Standard	$\frac{56 \times 12}{50} = 13.46$
Stringer plate	<i>.05</i>	$(D - \frac{L}{15}) \times R = (33.55 - 29.00) \times 3 = +13.65$		Ship	<i>12.00</i>
Sheathing in wells		(b) When <b>D</b> is less than $\frac{L}{15}$ (if allowed).		Difference	<i>1.46</i>
$T \left( \frac{L-S}{L} \right) =$	<i>✓</i>	$(\frac{L-D}{15}) \times R =$		Restricted to	
Depth <b>D</b> =	<i>33.55</i>	If restricted by height of superstructures		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) =$	<i>1.46 \times .417 = .608</i>

### SUPERSTRUCTURES.

	Mean Covered Length S	Effective Length S <sub>e</sub> (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed	<i>106.25</i>	<i>106.25</i>	<i>7.5</i>	<i>✓</i>	<i>106.25</i>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>Open</i>	<i>50.00</i>	<i>25.00</i>	<i>7.5</i>	<i>✓</i>	<i>25.00</i>
" overhang aft					
" overhang forward					
Fore enclosed <i>Open</i>	<i>42.00</i>	<i>34.33</i>	<i>7.5</i>	<i>✓</i>	<i>34.33</i>
" overhang					
Trunks forward					
" aft					
Tonnage opening					
TOTAL =	<i>198.25</i>	<i>165.57</i>			<i>165.57</i>
Length of ship (L) =	<i>435</i>	<i>435</i>			<i>435</i>
% Covered... =	<i>45.57%</i>	<i>38.06%</i>			<i>38.06%</i>
Corresponding %, corrected for absence of forecastle if required	<i>A = Tanker</i>	<i>B = 29.06</i>			<i>Correction for Bridge less than 2 L if required = Tanker</i>
Allowance ... =	<i>42</i>	<i>x .2906</i>			<i>= -12.26</i>

*Sheer Forward*  
9.68 3 27.04  
38.72 3 116.56  
88.00 1 88.00  
233.20

*Standard Sheer Forward*  
11.89 3 35.67  
47.55 3 142.65  
107.00 1 107.00  
285.32

### SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<i>45.00</i>	<i>53.50</i>	<i>45.00</i>	<i>1</i>	<i>45.00</i>
2	<i>18.95</i>	<i>23.77</i>	<i>18.95</i>	<i>4</i>	<i>75.80</i>
3	<i>4.75</i>	<i>5.95</i>	<i>4.75</i>	<i>2</i>	<i>9.50</i>
4				<i>4</i>	
5	<i>9.70</i>	<i>11.89</i>	<i>9.70</i>	<i>2</i>	<i>19.40</i>
6	<i>38.70</i>	<i>47.55</i>	<i>38.70</i>	<i>4</i>	<i>154.80</i>
F.P. 7	<i>88.00</i>	<i>107.00</i>	<i>88.00</i>	<i>1</i>	<i>88.00</i>
Mean effective sheer ...					<i>18) 392.50</i>
Standard sheer .05 L + 5 =					<i>21.80</i>
Difference (Df) ...					<i>26.75</i>
Allowance = Df x $(.75 - \frac{S}{2L}) =$					<i>4.95 (75 - 225)</i>
If limited on account of amidship superstructure ...					<i>+2.60</i>
If limited on account of excess sheer (1 1/2 in. per 100 ft.) ...					<i>✓</i>

If excess sheer forward and deficient sheer aft:  
Actual sheer aft = *✓*  
Standard sheer aft = *✓*  
Actual sheer forward = *233.2*  
Standard sheer forward = *285.32*  
allowed 11.75% forward  
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 <b>D</b> =	<i>33' - 6"</i>	Displacement =	<i>15050</i>	Corrected for Coefficient	$\frac{.809 + .68}{1.36} = 1.447$	Summer Freeboard = <i>71.20</i>														
Stringer Plate = (or Wood Deck)	<i>3/4"</i>	Tons per inch =	<i>50.95</i>		<i>1.36</i>															
Freeboard	<i>33' - 6 3/4"</i>			Correction for Depth	<i>13.60</i>	<table border="1"> <tr><td>+</td><td></td></tr> <tr><td>Superstructures</td><td><i>12.20</i></td></tr> <tr><td>Sheer</td><td><i>2.00</i></td></tr> <tr><td>Camber</td><td><i>.22</i></td></tr> <tr><td>Thickness of deck</td><td></td></tr> <tr><td>Scantlings, etc.</td><td></td></tr> <tr><td>16.47</td><td><i>12.20</i></td></tr> </table>	+		Superstructures	<i>12.20</i>	Sheer	<i>2.00</i>	Camber	<i>.22</i>	Thickness of deck		Scantlings, etc.		16.47	<i>12.20</i>
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Sheer	<i>2.00</i>																			
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Thickness of deck																				
Scantlings, etc.																				
16.47	<i>12.20</i>																			
Moulded draught	<i>26' - 8 1/2"</i>																			
Addition for keel below base line	<i>1 3/4"</i>		$\frac{15050}{40 \times 50.95} = 7.38$																	
Extreme draught	<i>26' - 10 1/4"</i>																			

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line.		Steel	upper Deck
Tropical Fresh Water Line (above center of Disc)	<i>1 1/4"</i>		<i>6' - 10 1/4"</i>
Fresh Water Line	<i>1 1/4"</i>		<i>2' - 1 1/4"</i>
Tropical Line	<i>6 3/4"</i>		<i>6' - 2"</i>
Winter Line (below " " )	<i>6 3/4"</i>		<i>5' - 5 1/2"</i>
Winter North Atlantic Line	<i>1 1/4"</i>		<i>7' - 1 1/2"</i>



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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 open  
 Give particulars of the means of closing the openings in this bulkhead ✓  
 Has the bridge an efficient steel bulkhead at the after end? No open  
 Give particulars of the means of closing the openings in this bulkhead ✓  
 Has the forecastle an efficient steel bulkhead at the after end? No open  
 Give particulars of the means of closing the openings in this bulkhead ✓  
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? Covered by 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)? ✓

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	<u>Over 50 ft. 3/8"</u>			
Scantlings of stiffeners	<u>BA. 10 x 3 1/2 x 50</u>			
Spacing of stiffeners, and if bracketed	<u>36" Bracketed</u>	<u>Open</u>	<u>Open</u>	
Height of sills of openings above deck	<u>✓</u>			

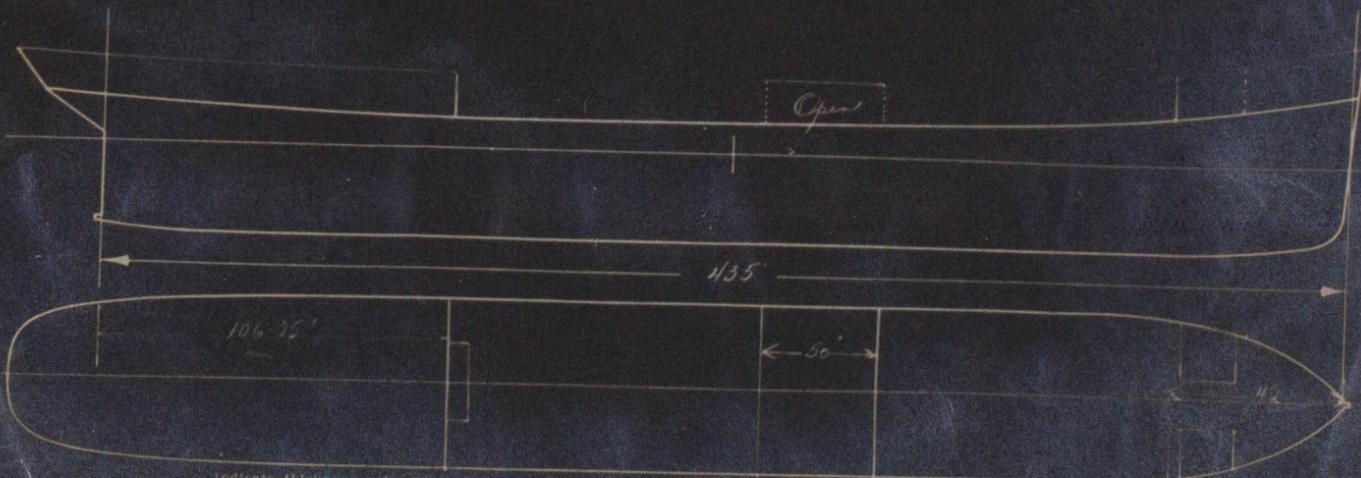
Particulars of weather deck hatchways. (In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges).

Position and Size	1701- 10' x 10'		18 O.T. Hatch 6' x 4'		12 O.T. Hatch 4' x 2 1/2'		Ship	Rule	Ship	Rule
	Item	Ship	Rule	Ship	Rule	Ship				
Height above top of DECK		<u>24</u>		<u>8"</u>		<u>8"</u>				
Thickness	Sides	<u>44</u>		<u>18 x 3 1/2 x 50</u>		<u>18 x 3 1/2 x 50</u>				
	Ends	<u>44</u>		<u>✓</u>		<u>✓</u>				
LIFTING BEAMS OR WEB PLATES	Number	<u>✓</u>		<u>✓</u>		<u>✓</u>				
	Section and Scantlings	<u>✓</u>		<u>✓</u>		<u>✓</u>				
	Material	<u>✓</u>		<u>✓</u>		<u>✓</u>				
* FORE AND AFTERS	Number	<u>3</u>		<u>✓</u>		<u>✓</u>				
	Section and Scantlings	<u>7 x 7 In. Beam</u>		<u>✓</u>		<u>✓</u>				
	Material	<u>Steel</u>		<u>✓</u>		<u>✓</u>				
HATCHES Thickness				<u>3/8"</u>		<u>3/8"</u>				
Remarks				<u>Steel Stiffener</u>		<u>Steel Stiffener</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.  
 Area of freeing ports required by regulations (Rules 30 and 100) forward: \_\_\_\_\_ sq. ft.; aft: Deck sq. ft.  
 No. Ft. x Ft. \_\_\_\_\_  
 Particulars of freeing ports fitted on each side of vessel  
 forward well { Open rails for half length of after well } sq. ft. \_\_\_\_\_  
 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? All F. & A. Are the crew berthed in the forecastle? (Rule 96) Yes  
 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) 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 forecastle deck.

Sister vessel Paulboro

Expenses (if any) None

Surveyor to Lloyd's Register of Shipping



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longitudinal framing

Bridge House 2

Forecastle 2

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W1006-0175 2/2

Fee:

\$ 90

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