

Unofficial Preliminary Report

pt. 11b.

Index No. **29000**
(For London Office only.)

Lloyd's Register of Shipping. SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL ^{Motor} 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 _____
Date of Survey _____
Name of Surveyor _____

Ship's Name. **Solitaire** Port of Registry and Nationality. **Texas O. OCP. Hull N° 14 USA**
Number in Register Book **14** Official Number. _____ Gross Tonnage. _____ Date of Build. **1920**
Particulars of Classification. **100 A1. Carriage petroleum in Bulk Long Framing**

Registered Dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Length on ADLINE.	315	43.7	26.49 <i>estimated</i>	2800 <i>estimated</i>
Corrected Dimensions.	315	43.56	26.27	2821

Moulded Depth as measured..... **27'-11"**
Addition for Keel below base line for draught record..... 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..... **315'**
Length in Table **335'**
Difference **20.0'**
Correction for 10ft., Table A. **1.4'** Table C. **1.40**
× Difference divided by 10 **2.80** (if required.)
If $\frac{2}{10}$ ths length covered divide by 2 **-2 3/4'** **-1 1/2"**

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered **42**
Thickness of usual wood deck, less stringer **(4'-6") = 3.38**
-1 1/2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... **42'-6"**
Round of Beam **11" in 43'-6"**
Normal round.....
Difference $\div 2 =$
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 **6-9**
Correction for Sheer **+2**
6-11
Correction for Length **-2 3/4**
6-8 1/4
Allowance for Deck Erections **-10**
5-10 1/4
Correction for Round of Beam.....
Correction for fall in Sheer (if any)..... **+1**
5-11 1/4
Correction for Iron Deck (if required) **-1 1/2**
5-9 3/4
Additions for non-compliance with provisions of
Para. 11 (a) and (e) ‡
Other Corrections (if any)

Winter Freeboard **5-9 3/4**
Summer Freeboard **5-5**
Indian Summer Freeboard **5-0 1/4**
N. A. Winter Freeboard **5-11 3/4**

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. **+1 3/4**

Winter Freeboard from deck line **5-11 1/2**
Summer " " " " **5-6 3/4**
Indian Summer " " " " **5-2**
N. A. Winter " " " " **6-1 1/2**

Freeboard recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck :—
Fresh Water Line above centre of Disc **5 1/2**
Indian Summer Line " " " " **4 1/2**
Winter Line below " " " " **5**
Winter North Atlantic Line " " " " **7**

Co-efficient of fineness..... **.98**
Any modification necessary [Para. 4 (a) to (e)]* **Ord 4 floors**
Co-efficient as corrected **.98** (Block Coeff. States to be .%)

Sheer { Stem..... **5 1/2** } **80 1/2 ÷ 2 = 40.25** Mean **36 1/2**
at { Sternpost ... **23** } **.22**

Sheer at $\frac{1}{2}$ of the length from { Stem **30** } **34 ÷ 2 = 17** Mean
{ Sternpost **7** } **.22**

Gradual mean Sheer **33.63 ÷ 4 = 33.63**
Standard mean Sheer [Table, Para. 18] **41.5** Correction

Difference..... **7.87 ÷ 4 =** **+2**
If limited as Para. 18 (f)

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

Fall in Sheer { Para. 18 (d) } **5 ÷ 2 = 2 1/2**
Length uncovered **80' in after well** Correction **+1**
Lowest point 34' abeam which is 23

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C..... **3- 7/4**
Correction for Length, if required (Para. 12, 13, and 14) **-1 1/2**
3- 6 1/4
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) **6- 8 1/4**
Difference **3- 2**
Percentage as below..... **26.4%**

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)
Allowance for Deck Erections **10'**

	Length.	Length allowed.	Height.
Forecastle.....		30'-0"	7'-9"
Bridge House		25'-0"	
Raised Qr. Dk.....		7'-6"	
Poop.....		132'-5"	
Total		315	= 42

Length of Ship **315**
Corresponding percentage { **26.4%**
(Para. 11, 12, 13, or 14) }

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck :—
Fresh Water Line above centre of Disc
Indian Summer Line " " " "
Winter Line below " " " "
Winter North Atlantic Line " " " "

† 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 abeam 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.

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.

Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle?

To what height do the Reverse Frames extend?

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

What is the thickness of the Bridge Front plating? and Coaming plate?

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

Has the Bridge House an efficient Iron Bulkhead at the after end?

How are the openings closed?

Is the Forecastle at least as high as the main or top-gallant rail? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse?

If the openings are not so protected are the exposed parts of the Casings efficiently constructed?

Give thickness of plating; scantlings and spacing of Stiffeners

What is the height of the exposed Casings? Are suitable means provided for closing all openings in them in bad weather?

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:—

Position and Size.	Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK										
	Thickness { Sides..... Ends.....										
SHIFTING BEAMS OR WEB PLATES.	Number.....										
	Section and Scantlings.....										
# FORE AND AFTERS.	Number.....										
	Section and Scantlings.....										
HATCHES	Thickness.....										
	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? Strake between Main and Bridge Sheerstrakes?

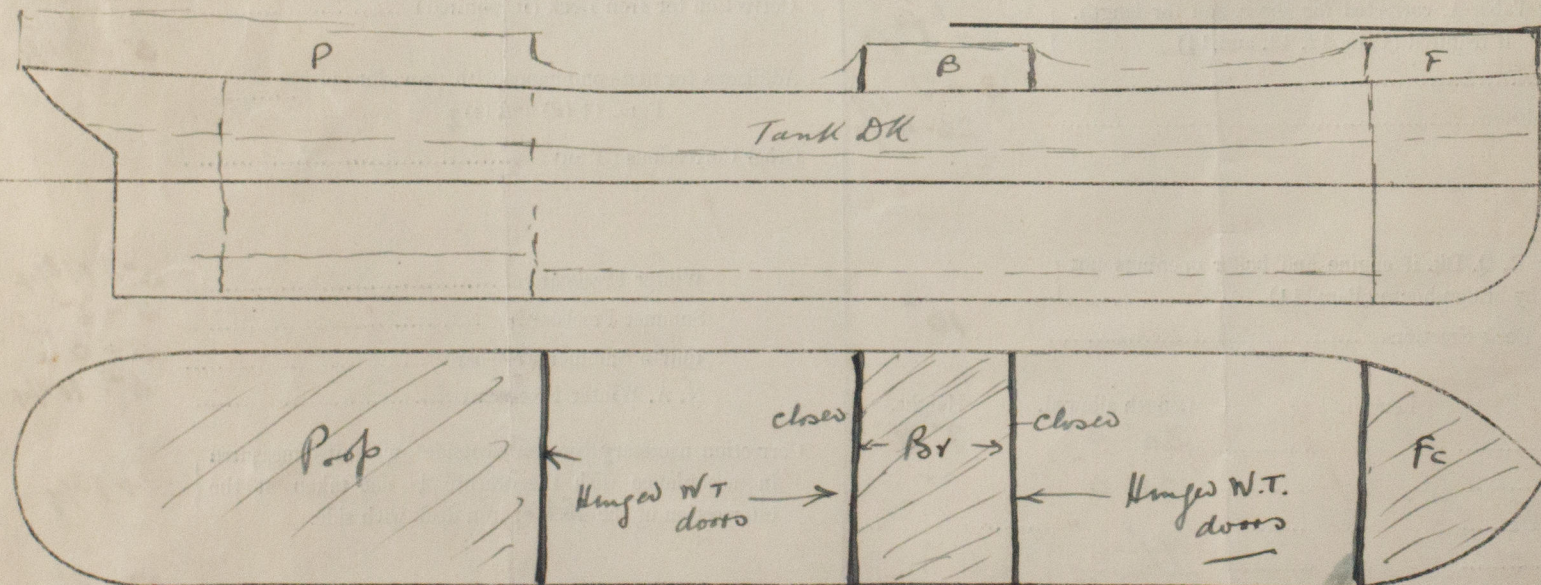
Delete the words { The Crew are, are not, berthed in the bridge house. that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft. Tenth.	Ft. Tenth.	No.	} Freeing Ports (each side of vessel) =	Sq. ft.
x	x			
x	x			

Total deficiency or excess = Sq. ft.



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

U.D. Tonnage estimated to an imaginary floor line 2-35 ft. above

Owners The Texas Co.

Address New York City

Fee £ Received by me

11b.

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Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
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Number in Register Book	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.	Moulded Depth as measured.....
Registered Dimensions from Register.	Length on LOADLINE.	Frame Depth Rule	Ceiling Sheer	Peak Tanks	Addition for Keel below base line for draught record.....inches.

NOTE.—If the depth is measured when vessel is short, the total of measurement should be reported.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....

Length in Table

Difference

Correction for 10ft., Table A. Table C.

x Difference divided by 10 (if required.)

If $\frac{1}{10}$ ths length covered divide by 2

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered

Thickness of usual wood deck, less stringer

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....

Round of Beam

Normal round.....

Difference + 2 =

Proportion of Deck uncovered (Para. 19)

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

Rise in Sheer { At front of bridge house.....

from amidships { At after end of forecastle

[Para. 18 (e)]

Fall in Sheer { 5 ÷ 2 = 2½

Para. 18 (d) { Part covered

Length uncovered Correction 1¼

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 3-7½

Correction for Length, if required (Para. 12, 13, and 14) - 1½

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) 6-6¼

Difference 3-0

Percentage as below..... 26.88%

9¾

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....			
Bridge House			
† Raised Qr. Dk.....			
Poop.....			
Total	132.5 x 8 = 3.36 eighth		
Length of Ship	315		
Corresponding percentage { 26.88%			
(Para. 11, 12, 13, or 14)			

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

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

† 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.

Winter Freeboard

Summer Freeboard

Indian Summer Freeboard

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 iron deck with side.

Winter Freeboard from deck line

Summer " " " "

Indian Summer " " " "

N. A. Winter " " " "

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