

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS ~~WITH FLUSH DECKED, OR WITH~~
~~TON GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR~~
~~WITH TON GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS~~
~~CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.~~

Port of Survey Glasgow
 Date of Survey 11th Dec. 1919
 Name of Surveyor George Nicol

Ship's Name S.S. "ALGERIER"
Eliz. Royal Belg. (Antwerp) Ltd. Antwerp.
 Number in Register Book 2

Port of Registry
 and Nationality.
Belgian

Official
 Number.
✓

Gross
 Tonnage.
✓

Date of Build.
1920

Particulars of Classification.

+ 100. A-1.
Class contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>331.05</u>	<u>46.7</u>	<u>23.30</u>	<u>2843.23</u>
Length on LOADLINE.	<u>330.58</u>	Frame Depth <u>9</u> Rule <u>55</u> <u>35</u> <u>58</u>	Ceiling <u>20</u> Sheer <u>91</u> <u>level tank</u>	Peak Tanks
CORRECTED DIMENSIONS.	<u>330.58</u>	<u>46.12</u>	<u>24.41</u>	<u>2843.23</u>

Moulded Depth as measured 25-6"

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	<u>330.58</u>
Length in Table	<u>306.00</u>
Difference	<u>24.58</u>
Correction for 10ft., Table A.	<u>1.3</u>
× Difference divided by 10	<u>3.19</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>+ 3.4</u>
Table C.	<u>.7</u>
(if required.)	<u>1.72</u>
	<u>+ 1.3</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>.4857</u>
Thickness of usual wood deck, less stringer	<u>35</u>
	<u>- 1.3</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships	<u>46-0</u>
Round of Beam	<u>11 1/2</u>
Normal round	<u>11 1/2</u>
Difference	<u>✓ ÷ 2 =</u>
Proportion of Deck uncovered (Para. 19)	<u>✓</u>

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

Co-efficient of fineness	<u>2843.23 × 100</u>
Any modification necessary {	<u>330.58 × 46.12 × 24.41</u>
[Para. 4 (a) to (e)] *	<u>Calc. S. B.</u>
Co-efficient as corrected	<u>.74</u>

Sheer at Stem	<u>102</u>
at Sternpost	<u>57</u>
Mean	<u>76.5</u>
Sheer at $\frac{1}{2}$ of the length from Stem	<u>55.75</u>
Sternpost	<u>27.75</u>
Mean	<u>83.5</u>
Gradual mean Sheer	<u>75.91</u>
Standard mean Sheer [Table, Para. 18]	<u>43.05</u>
Difference	<u>32.86</u>
÷ 4 =	<u>- 8 1/4</u>

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

Fall in Sheer {	÷ 2 =
Para. 18 (d)	
Length uncovered	

Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C	<u>2-8 1/2</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 1 1/4</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>2-10 1/4</u>
Difference	<u>5-2 1/2</u>
Percentage as below	<u>30.99</u>
	<u>31.0%</u>
	<u>2-4 1/4</u>
	<u>- 8 3/4</u>

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	<u>28.17</u>	<u>7-6</u>
Bridge House	<u>100.04</u>	<u>99.54</u>
Raised Qr. Dk.	<u>32.87</u>	<u>32.87</u>
op.	<u>32.87</u>	<u>7-6</u>
Total	<u>160.58</u>	<u>4857</u>
Length of Ship	<u>330.58</u>	
Corresponding percentage	<u>31.0%</u>	

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	" "

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	<u>4-5 1/2</u>
Summer " " "	<u>4-1 1/4</u>
Indian Summer " " "	<u>3-9</u>
N.A. Winter " " "	<u>4-1 1/2</u>

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.

MARKING FORM

RECEIVED 10

MARKING REPORT

20. 1. 20.

P.T.O.

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W1330-0182

Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *yes* Bridge House? *yes* Forecastle? *yes*
 To what height do the Reverse Frames extend? *yes*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *yes*
 Give particulars of the means for closing the openings in Bulkhead *Steel hinged doors*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end? *yes*
 Give particulars of the means for closing the openings in Bulkhead *2 hinged Steel doors (watertight)*
 What is the thickness of the Bridge Front plating? *3/8* and Coaming plate? *1/2*
 Give scantlings and spacing of the Stiffeners *8 x 3 x 50 } about 28' apart*
 Are bracket plates fitted at each end of the Stiffeners? *yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *yes*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*
 How are the openings closed? *Weather boards in riveted channels*
 Is the Forecastle at least as high as the main or top-gallant rail? *yes* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *yes*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by bridge deck*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *yes*
 Give thickness of plating; scantlings and spacing of Stiffeners *yes*
 What is the height of the exposed Casings? *yes* Are suitable means provided for closing all openings in them in bad weather? *yes*
 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:— *yes*

Position and Size.		N.1, 26-6 1/2 x 18		N.2, 26-6 1/2 x 18		N.3, 10-2 1/2 x 18		N.4, 26-6 1/2 x 18		N.5, 26-6 1/2 x 18	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	30"		Same as				Same as		Same as	
	Thickness { Sides.....	1/4"		N.1							
	Ends.....	1/4"									
SHIFTING BEAMS OR WEB PLATES.	Number.....	5		Same as		one		Same as		Same as	
	Section and Scantlings.....	5 1/2 x 11 x 3/4		N.1		12 x 3/4					
	Material.....	4 angles 4 x 3 x 1/4				4 angles 4 x 3 x 1/4					
* FORE AND AFTERS.	Number.....			No fore and afters							
	Section and Scantlings.....			Common reinforced with 7' 3 x 4							
	Material.....			Hatches N.1, 2, 4, 5 have stays supporting side coamings							
HATCHES Thickness.....		2 1/2 pine		2 1/2		2 1/2		2 1/2		2 1/2	
Remarks.....											

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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.

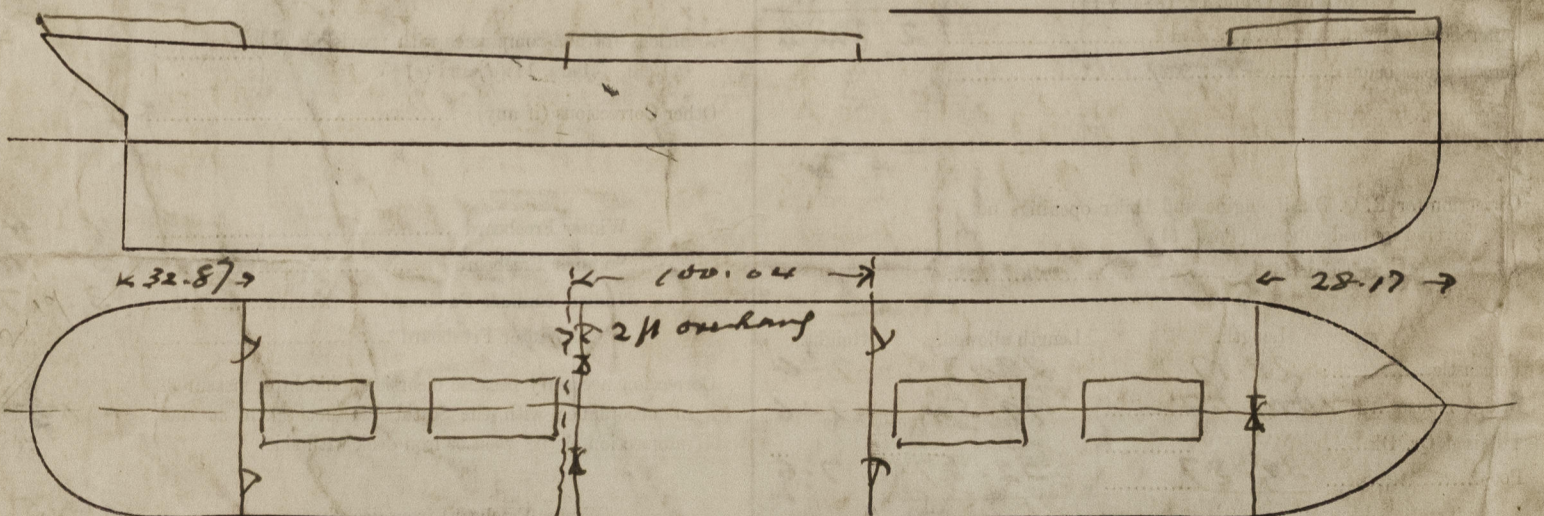
Length of Bulwarks in well _____

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

Ft. Tenths. Ft. Tenths. No.

Freeing Ports (each side of vessel) = _____ Sq. ft.

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 *Request form N.13 also 2 midship sections and profile of vessel are enclosed for reference*
Vessel is a sister ship of S.S. 'TUNISIER', the same builder N.11
See 5th rep N. 39308
 Owners _____

Address _____

Fee £ 5 : 5 : 0

Received by me

12/2/20 *12/2/20*



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