

SAT 10 SEP. 1921

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Port of Survey Newport, Mon.
Date of Survey 30th. Aug. & 7th. Sept. 1921
Name of Surveyor S. J. Bryden

Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
Monmouth S.B. Co's No 375 ship.	British	147534	2	1921	100 A1 Carrying petroleum in bulk (contemplated).

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	331.0	46.80	23.20	2851.48
Length on LOADLINE.		Frame Depth 9 Rule „ $\frac{5\frac{1}{2}}{3\frac{1}{2}}$ $2 \times \frac{5\frac{1}{2}}{3\frac{1}{2}}$ $= 5.8$ $- \text{Not forming} +.33$	Ceiling +.20 Sheer +.87	Peak Tanks Incl. 0
	330.62		level tank	
CORRECTED DIMENSIONS.	330.62 ✓	46.55 ✓	24.27 ✓	2851.48

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

Addition for Keel below base line
for draught record.....2.....inches.

Length of Ship on Loadline.....	330.62
Length in Table	<u>306.0</u>
Difference	24.62
Correction for 10ft., Table A.	1.3
× Difference divided by 10	3.2
If $\frac{6}{10}$ ths length covered divide by 2	1.6

 $+1\frac{1}{2}$

Proportion covered, if less than 1/70ths length covered 664
Thickness of usual wood deck, less stringer 3 1/2 . 3.5 x 85.6% = -3"

Breadth at Gunwale amidships.....	46.5'	
Round of Beam	11.5"	
Normal round.....	11.6"	
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.

Co-efficient of fineness..... .763
Any modification necessary }
[Para. 4 (a) to (e)]* } - .02 C.W.B.
Co-efficient as corrected74 ✓

Sheer { Stem..... 101 } $151\frac{1}{2} \div 2 = 75\frac{3}{4}$...Mean
at { Sternpost ... 50 $\frac{1}{2}$ }

Shear at $\frac{1}{3}$ of the length from $\left\{ \begin{array}{l} \text{Stem} \quad 53\frac{1}{2} \\ \text{Sternpost} \quad 28\frac{1}{2} \end{array} \right\} 82 \div 2 = 41 \dots \text{Mean}$
 Gradual mean Shear $\div 55 = 74.5$

Gradual mean Sheer	74.5 ✓	÷ 55 =
Standard mean Sheer [Table, Para. 18]	43.1	
Difference.....	31.4	Correction
§ If limited as Para. 18 (f)	✓	÷ 4 = - 7.85

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

¶ Fall in Sheer } $\div 2 =$
 Para. 18 (*d*) }
 Length uncovered

Freeboard, Table C.....	2' " 8½"
Correction for Length, if required (Para. 12, 13, and 14)	
Freeboard by Table A. corrected for sheer, <u>and for length,</u> } if required (Para. 12, 13, and 14)	<u>4' " 11¾"</u>
Difference	2' " 3¼"
Percentage as below.....	<u>40.9%</u>
	11.14.

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

Advance for Deck Erections - 11'

	Length.	Length allowed.	Height.
castle.....	28.75	28.75 ✓	8.0
ge House ..	$TRUNK 203.54 \times \frac{21.17}{46.5} \times .80 = 74.29$ ✓		6.0'
head On Dk			

$$\begin{array}{r} 98.33 \\ \hline \text{Total} \quad 330.62 \\ \hline \text{b of Ship} \end{array}$$

$$\begin{array}{r} 98.33 \\ \hline 201.37 \\ \hline 330.62 \end{array} = 609$$

ponding percentage }
a. 11, 12, 13, or 14) 40.9% ✓

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

5. 9. 21

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

Winter Freeboard	3' "	11 $\frac{1}{4}$ " ✓
Summer Freeboard	- 4 $\frac{1}{2}$ "	3' "
Indian Summer Freeboard	3' "	6 $\frac{3}{4}$ " ✓
N. A. Winter Freeboard		2 $\frac{1}{4}$ " ✓

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.

Winter Freeboard from deck line	4' " 1" ✓
Summer " " "	3' " 8½" ✓
Indian Summer " " "	3' " 4" ✓
N. A. Winter " " "	✓

(Iron) Deck :—	...	...	...	3' - 8½"
...	...	...	...	5½"
...	...	...	...	4½"
...	...	...	...	4½"

* 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 amid-
 ships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
 \$ In flush-deck 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.

MARKING FORM

RECEIVED 26 APR 1926

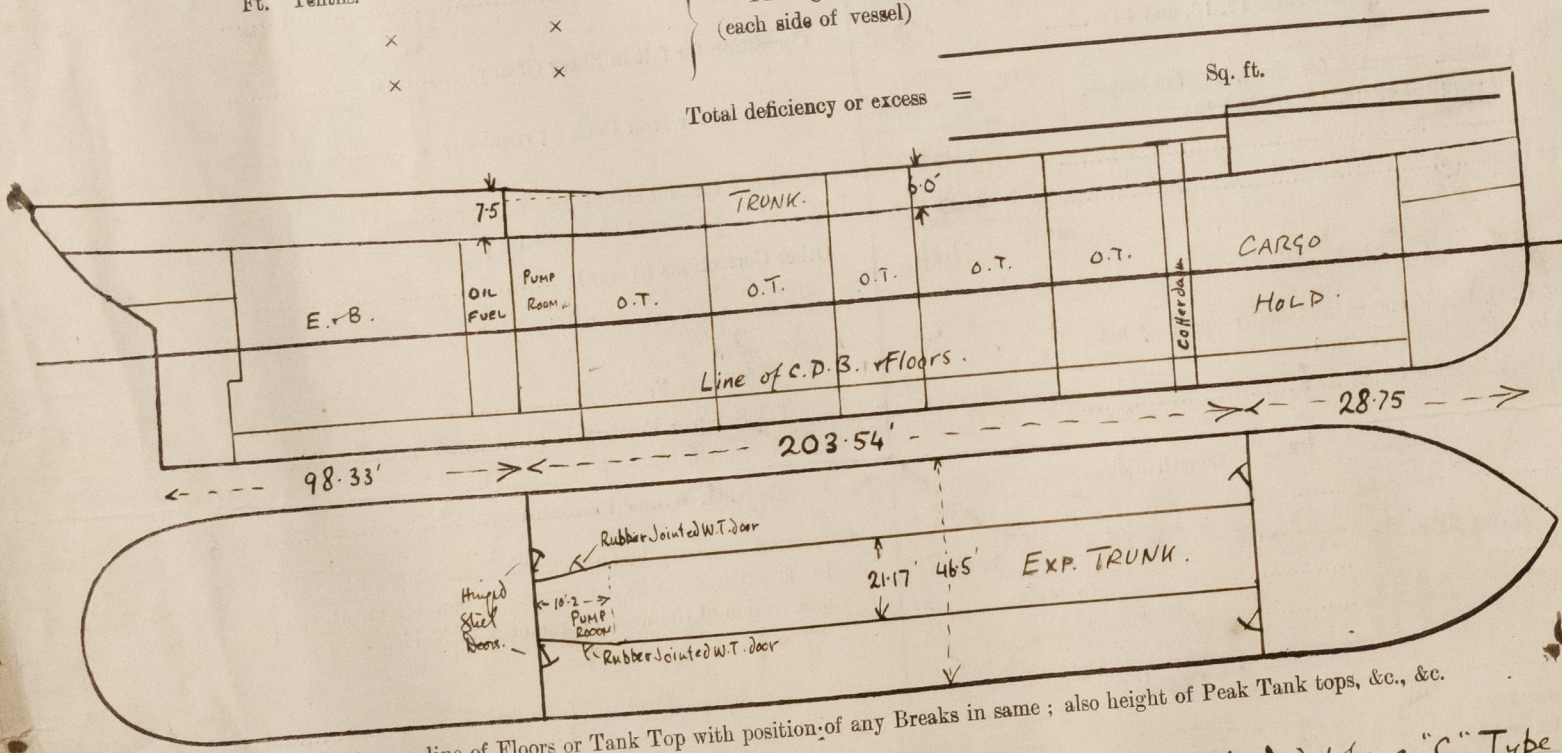
MARKING FORM

RECEIVED 5 SEP 1923

Do all the Frames extend to the top height in the Poop? *Yes*
To what height do the Reverse Frames extend? *Across tops of floors only*
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 *Hinged Steel doors*
Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒
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? ☒
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? *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 Poop*
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 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.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.								
Height above top of DECK	24"							
Thickness { Sides.....	44"							
{ Ends.....	44"							
WEATHER DECK PLATES.								
Number.....	5							
Section and Scantlings.....	7" x 3" x 4"							
Material.....	Steel							
* FORE AND AFTERS.								
Number.....	Nil.							
Section and Scantlings.....								
Material.....								
HATCHES Thickness.....	2 1/2"							
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? ☒
Delete the words { The Crew are, are not, berthed in the bridge house.
 { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.
Length of Bulwarks in well = ☒ Sq. ft.
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 *This vessel was at first intended to be a "C" Type Standard cargo steamer, but was converted at an early stage to carry petroleum in bulk.*

Owners ☒
Address ☒
Received by me