

PROVISIONAL

NEWCASTLE-ON-TYNE

TUE. NOV. 20 1920

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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.-STEAM SHIPS.

PARTICULARS RELATING TO ALL 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 Newcastle
Date of Survey 29 October 1920
Name of Surveyor G. H. Brown

Ship's Name Palmer's SB+L Co. N° 925
Port of Registry and Nationality. 931, 935 + 937
Official Number. 931, 935 + 937
Gross Tonnage. 100 A1 carrying petrol in bulk
Date of Build. Contemplated
Particulars of Classification.

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<u>400'</u>	<u>53.75'</u>	<u>33'-0"</u>	
length on LOADLINE.	Frame Depth Rule	Ceiling Sheer	Peak Tanks

Moulded Depth as measured designed 33'-0"

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.....inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>400</u>	
Length in Table	<u>396</u>	
Difference	<u>4</u>	
Correction for 10ft., Table A.	<u>1.6</u>	Table C. <u>.8</u>
× Difference divided by 10	<u>.64</u>	(if required.) <u>.32</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>+ $\frac{3}{4}$</u>	<u>+ $\frac{1}{4}$</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered 465
Thickness of usual wood deck, less stringer 3 1/2
Complete steel deck unheated. -1 1/2

CORRECTION FOR ROUND OF BEAM.

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

Breadth at Gunwale amidships.....	
Round of Beam	<u>13 1/4"</u>
Normal round.....	<u>13 1/4"</u>
Difference	<u>÷ 2 =</u>
Proportion of Deck uncovered (Para. 19)	

Freeboard, Table A	<u>8 .. 11 1/2</u>
Correction for Sheer	<u>-7</u>
Correction for Length	<u>+ 3/4</u>
Allowance for Deck Erections	<u>8 .. 5 1/4</u>
Correction for Round of Beam.....	<u>- 9 1/2</u>
Correction for fall in Sheer (if any).....	<u>7 .. 7 3/4</u>

Correction for Length, if required (Para. 12, 13, and 14)	<u>5 .. 8 1/2</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>5 .. 8 3/4</u>
Difference	<u>8 .. 5 1/4</u>
Percentage as below.....	<u>2 .. 8 1/2</u>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<u>29.55%</u>
Other Corrections (if any)	<u>9.60</u>

Winter Freeboard	<u>9 .. 6 1/4</u>
Summer Freeboard	<u>6</u>
Indian Summer Freeboard	<u>7 .. 8 1/4</u>
N. A. Winter Freeboard	<u>6 .. 6 1/4</u>

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	<u>7 .. 8</u>
Summer " " " "	<u>7 .. 2</u>
Indian Summer " " " "	<u>6 .. 8</u>
N. A. Winter " " " "	<u>6 .. 8</u>

Freeboard recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck :—	<u>7 .. 2</u>
Fresh Water Line above centre of Disc	<u>6 1/2</u>
Indian Summer Line " " " "	<u>6</u>
Winter Line below " " " "	<u>6</u>
Winter North Atlantic Line " " " "	<u>6</u>

Length.	Length allowed.	Height.
Forecastle.....	<u>47.3'</u>	<u>8'-0"</u>
Bridge House	<u>31.7'</u>	<u>7'-6"</u>
Raised Q. Dk.....		
Poop.....	<u>107.3'</u>	<u>8'-0"</u>
Total	<u>186.3</u>	<u>400 = .465</u>

Corresponding percentage (Para. 11, 12, 13, or 14) 29.55%

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

3. 11. 20.	Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...
	Indian Summer Line	" " " "	...	...	...	...	...	...	...
	Winter Line	below " " " "	...	...	...	...	...	...	...
	Winter North Atlantic Line	" " " "	...	...	...	...	...	...	...

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 sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

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.

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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? *yes, option*
Give particulars of the means for closing the openings in Bulkhead *openings closed by storm boards in channels*
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 *one W.T. door*
What is the thickness of the Bridge Front plating? *rule* and Coaming plate? *rule*
Give scantlings and spacing of the Stiffeners *rule*
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? *yes*
How are the openings closed? *openings closed by channels & storm boards*
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? *under 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 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										
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
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.

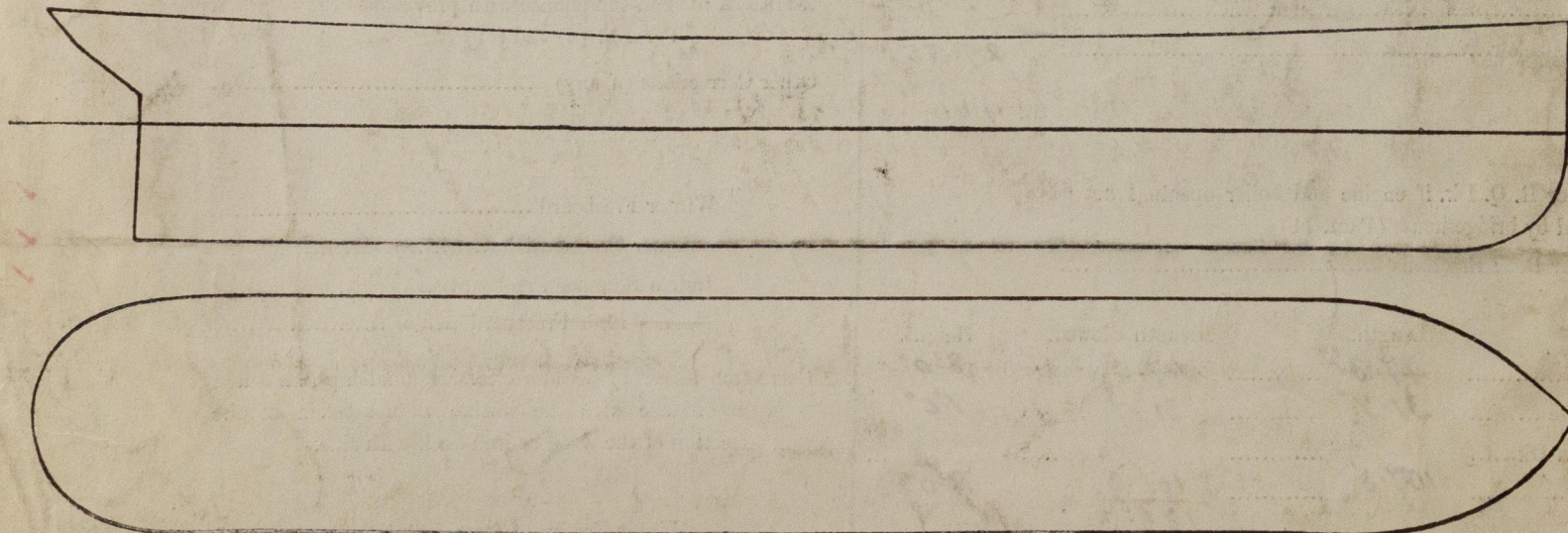
Length of Bulwarks in well

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

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

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 *no plans available, no particulars other than those recorded in report. The vessel is intended to be built on the Isherwood system of longitudinal framing.*

Owners

Address

Fee £

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