

Lloyd's Register of Shipping.

SAT. JUL. 29 1922

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 Bundee
Date of Survey July 28th 1922
Name of Surveyor John Mackirdy

Ship's Name <u>BRITISH COMMANDER</u> <u>Union S.S. Co. Ltd. No 282</u> Number in Register Book	Port of Registry and Nationality. <u>London.</u> <u>British.</u>	Official Number. <u>146652</u>	Gross Tonnage. <u>6896.07</u>	Date of Build. <u>1922</u>	Particulars of Classification. <u>+100 A1. (Carrying petroleum in bulk)</u>
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Registered dimensions from Ship's Register.	LENGTH. <u>440.0</u>	BREADTH. <u>54.0</u>	DEPTH. <u>33.8</u>	UNDER DECK TONNAGE. <u>6381.66</u>
Length on LOADLINE.	<u>439.5</u>	Frame Depth $\frac{9}{16}$ Rule <u>57.0</u>	No Ceiling <u>+20</u> Sheer <u>+77</u>	Peak Tanks } Includ. <u>424 tons</u>
CORRECTED DIMENSIONS.	<u>439.5</u>	<u>56.96</u>	<u>34.77</u>	<u>6505.66</u>

Moulded Depth as measured..... 33'-11"
Addition for Keel below base line for draught record... 2 1/2 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.....	<u>439.5</u>
Length in Table	<u>407.0</u>
Difference	<u>32.5</u>
Correction for 10ft., Table A.	<u>1.7</u>
Table C.	<u>0.8</u>
× Difference divided by 10	<u>5.52</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<u>+5 1/2"</u>
	<u>+2 1/2"</u>

Co-efficient of fineness..... .75
Any modification necessary [Para. 4 (a) to (e)]* } +0.01 for bottom longitudinals
Co-efficient as corrected76

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>.443</u>
Thickness of usual wood deck, less stringer	<u>3 1/2"</u>
	<u>1.55</u>
	<u>-1 1/2"</u>

Sheer { Stem..... 106.5 } $154 \div 2 = 77$ Mean 77
at { Sternpost 50.5 }
Sheer at $\frac{1}{8}$ of the length from { Stem 65.5 } $94 \div 2 = 47.5$ Mean 47.5
{ Sternpost 24.5 } $90 \div 55 = 81.81$
Gradual mean Sheer allowed 80.15
Standard mean Sheer [Table, Para. 18] 53.95 Correction
Difference..... 26.20 $\div 4 = 6.55$
§ If limited as Para. 18 (f) -6 1/2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>55.6</u>
Round of Beam	<u>14"</u>
Normal round.....	<u>13.9</u>
Difference	<u>1</u> $\div 2 =$ <u>.05</u>
Proportion of Deck uncovered (Para. 19)	<input checked="" type="checkbox"/>

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

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

Fall in Sheer { $2 1/2" \div 2 = 1 1/4"$
Para. 18 (d) }
Length uncovered 16'-6" Half covered. Correction +1/2

RETAIN

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....	<u>5'-11 1/2"</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 2 1/2"</u>
	<u>6-2</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>9-0 1/2"</u>
Difference	<u>2-10 1/2"</u>
Percentage as below.....	<u>28.01%</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } 9.66
Allowance for Deck Erections -9 3/4

	Length.	Length allowed.	Height.
Forecastle.....	<u>49.68</u> ⁵⁸	<u>49.58</u>	<u>8'-0"</u>
Bridge House	<u>32.0</u>	<u>32.00</u>	<u>7'-6"</u>
† Raised Qr. Dk.....			
Poop.....	<u>113.25</u>	<u>113.25</u>	<u>7'-6" to 8'-0"</u>
Total		<u>194.83</u>	
Length of Ship		<u>439.50</u>	

Corresponding percentage (Para. 11, 12, 13, or 14) } 28.01%

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	" " "

4.8.22

Freeboard, Table A	<u>9'-1 1/2"</u>
Correction for Sheer	<u>- 6 1/2"</u>
	<u>8-7</u>
Correction for Length	<u>+ 5 1/2"</u>
	<u>9-0 1/2"</u>
Allowance for Deck Erections	<u>- 9 3/4"</u>
	<u>8-2 3/4"</u>
Correction for Round of Beam.....	<input checked="" type="checkbox"/>
Correction for fall in Sheer (if any).....	<u>+ 1/2"</u>
	<u>8-3 1/4"</u>
Correction for Iron Deck (if required)	<u>- 1 1/2"</u>
	<u>8-1 3/4"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other Corrections (if any)	
Winter Freeboard	<u>8-1 3/4"</u>
Summer Freeboard	<u>7-7 1/2"</u>
Indian Summer Freeboard	<u>7-1 1/4"</u>
N. A. Winter Freeboard	<input checked="" type="checkbox"/>
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.	<u>1 3/4"</u>
Winter Freeboard from deck line	<u>8-3 1/2"</u>
Summer " " " "	<u>7-9 1/4"</u>
Indian Summer " " " "	<u>7-3</u>
N. A. Winter " " " "	<input checked="" type="checkbox"/>

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† 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 about amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
In 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.

Do all the Frames extend to the top height in the Poop? *Yes* - Raised Quarter Deck? Bridge House? *Yes* - Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Bulk angle frames*
 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 *2 1/2" W. Pine boards in riveted channels, extending full height.*
 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 *Hinged water tight door.*
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*
 Give scantlings and spacing of the Stiffeners *8" x 3" x .40" Bulk angles, spaced 30"*
 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? *2 1/2" W. pine boards in riveted channels, extending full height.*
 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 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 *30 Plating, 36 Coaming. Longitudinal stiffeners, 5" x 3" x .36, spaced 32" also transverse webs, spaced 11'-0"*
 What is the height of the exposed Casings? *8'-0"* 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.	No. 1. 8'-8" x 12'-0"		6'-0" x 4'-0" (MAIN TANKS.)		6'-0" x 4'-0" SUMMER TANKS.	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.						
Height above top of DECK	<i>30"</i>		<i>12"</i>		<i>15 1/2" TO 18"</i>	
Thickness	Sides.....	<i>.44</i>	[<i>12 x 3 1/2 x 46</i>		[<i>.44 B. plate</i> <i>3 1/2 x 3 1/2 x 46</i> <i>Couple.</i>	
	Ends.....	<i>.44</i>				
SHIFTING BEAMS OR WEB PLATES.	Number.....	<i>ONE.</i>				
	Section and Scantlings.....	[<i>12" bulk.</i> <i>3 x 3 x .30</i>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Material.....	[<i>Bulk</i> <i>angles</i> <i>T & B.</i>				
* FORE AND AFTERS.	Number.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>		<input checked="" type="checkbox"/>	
	Section and Scantlings.....					
	Material.....					
HATCHES Thickness.....	<i>3"</i>		<i>.60</i>		<i>.60</i>	
Remarks.....	<i>Wood.</i>		<i>.60 steel plate.</i>			

* 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.)

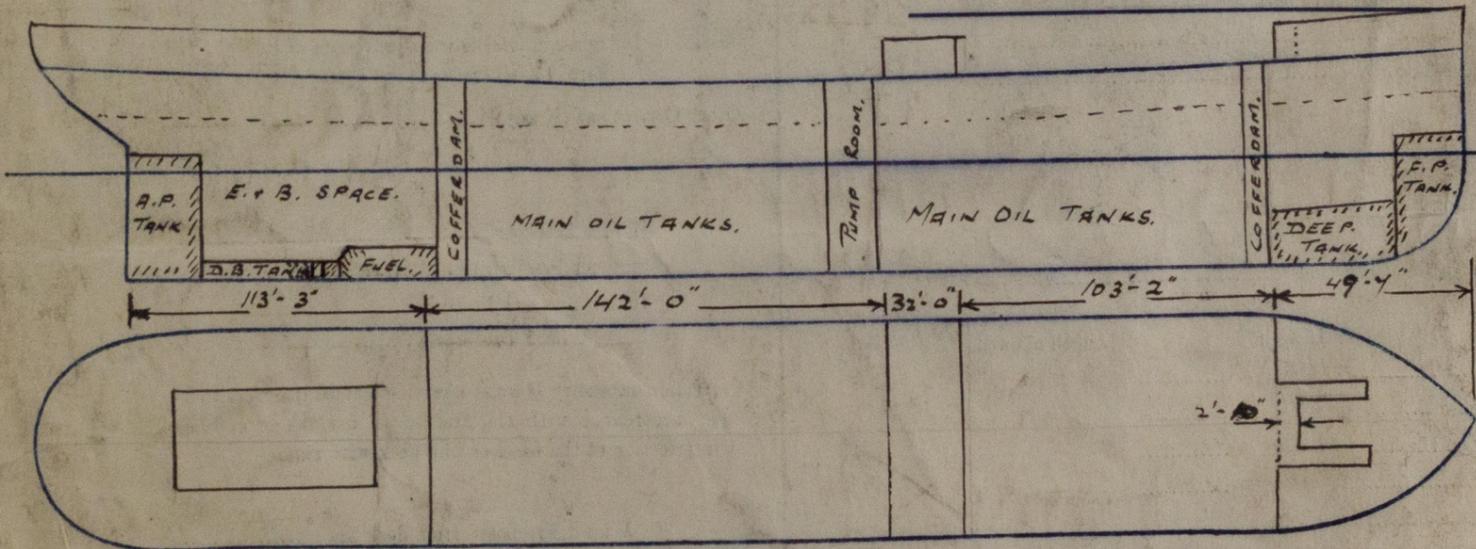
The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet moulded depth) and under Shelter Deck Rules.
 What is the thickness of the Bridge Sheerstrake? *Strake between Main and Bridge Sheerstrakes?*

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 *FORWARD 103'-2"* *AFT. 142'-0"*
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = ~~49.5~~ Sq. ft. *Para. 12 Case.*

Forward	Aft	Ft. Tenth.	Ft. Tenth.	No.	Freeing Ports (each side of vessel) =	53.1	Sq. ft.
		3.75	1.66	4			
		3.75	1.83	5			

 Total deficiency or excess = ~~4.6~~ 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. *new vessel, built on Sherwood system longitudinal framing, for carrying petroleum in bulk. Request form enclosed, together with midship section, profile + deck plan, + part profile plan.*

Owners *British Tankers Co. Ltd.*

Address *London.*

Fee £ *0.*

Received by me

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