

29335

REC'D NEW YORK Dec 15 1918

Rpt. 11b.

# 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 Portland Oregon  
Date of Survey July Building  
Name of Surveyor A. S. Howes

B.T. COPY  
Western City  
Western Mella

Columbia River Ship Corp. No. 11

Ship's Name. WEST COBALT

Port of Registry and Nationality. PORTLAND OREGON U.S.A.

Official Number.

Gross Tonnage. 6179.33

Date of Build. 1915

Particulars of Classification. + 100 H. 1. Contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Length on LOADLINE.	<u>410.45</u>	<u>54.2</u>	<u>27.7</u> DEPTH TO TANK <u>27.61</u>	<u>5143.56</u>
CORRECTED DIMENSIONS.	<u>410.45</u>	<u>53.70</u>	<u>28.51</u>	<u>5143.56</u>

Co-efficient of fineness..... .82  
 Any modification necessary [Para. 4 (a) to (e)]\* .02  
 Co-efficient as corrected..... .80

Sheer { Stem..... 124.0 }  $175.5 \div 2 = 87.75$  ... Mean  
 at { Sternpost... 51.5 }  
 Sheer at  $\frac{1}{3}$  of the length from { Stem 62.5 }  $77.25 \div 2 = 38.625$  ... Mean  
 { Sternpost 14.75 }  $70.22 \div 55\% = 70.22$   
 Gradual mean Sheer ..... ALLOWED 70.22  
 Standard mean Sheer [Table, Para. 18] ..... 51.04 Correction  
 Difference..... 19.18  $\div 4 =$  4.79  
 § If limited as Para. 18 (f)..... - 4.79

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

Fall in Sheer { Para. 18 (d) } 58  $\div 2 = 29$   
 length uncovered Covered by Bridge  
Lowest point of Sheer 51'-9" abaft amidships Correction

### ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>4-6 1/2</u>
Correction for Length, if required (Para. 12, 13, and 14) .....	<u>+ 3 3/4</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) .....	<u>8-0</u>
Difference .....	<u>3-1 3/4</u>
Percentage as below.....	<u>32%</u>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) .....	<u>- 12"</u>
Allowance for Deck Erections .....	

	Length.	Length allowed.	Height.
Forecastle.....	<u>46'-6"</u>	<u>46.5</u>	<u>8'-6"</u>
Bridge House .....	<u>114-9"</u>	<u>114.75</u>	<u>8'-6"</u>
Raised Qr. Dk.....	<u>43-9"</u>	<u>43.75</u>	<u>8'-6"</u>
Total .....		<u>205.0</u>	<u>50%</u>
Length of Ship .....		<u>410.45</u>	

Corresponding percentage (Para. 12, 13, and 14) 32%

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

Fresh Water Line above centre of Disc .....	<u>6</u>
Indian Summer Line " " " " .....	<u>5 1/2</u>
Winter Line below " " " " .....	<u>5 1/2</u>
Winter North Atlantic Line " " " " .....	

Moulded Depth as measured..... 30-2 3/4  
 Addition for Keel below base line for draught record..... 2.04 inches.

### CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>410.45</u>
Length in Table .....	<u>362.37</u>
Difference .....	<u>48.08</u>
Correction for 10ft., Table A. ....	<u>1.5</u>
× Difference divided by 10 .....	<u>7.20</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 .....	<u>+ 7.2</u>

### CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered .....	<u>.50</u>
Thickness of usual wood deck, less stringer .....	<u>3 1/2</u> <u>- 1 1/2</u>

### CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>54'-0"</u>
Round of Beam .....	<u>13 1/2</u>
Normal round.....	<u>13 1/2</u>
Difference .....	<u>0</u>
Proportion of Deck uncovered (Para. 19) .....	<u>✓</u>

Freeboard, Table A .....	<u>7-9 1/2</u>
Correction for Sheer .....	<u>- 4 3/4</u>
Correction for Length .....	<u>+ 7 1/2</u>
Allowance for Deck Erections .....	<u>1-0</u>
Correction for Round of Beam.....	<u>✓</u>
Correction for fall in Sheer (if any).....	<u>✓</u>
Correction for Iron Deck (if required) .....	<u>0-1 1/2</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) † .....	<u>✓</u>
Other Corrections (if any) .....	<u>✓</u>

Winter Freeboard .....	<u>6-10 1/4</u>
Summer Freeboard .....	<u>6-5</u>
Indian Summer Freeboard .....	<u>5-11 3/4</u>
N. A. Winter Freeboard .....	<u>✓</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.

Winter Freeboard from deck line .....	<u>7-0</u>
Summer " " " " .....	<u>6-6 3/4</u>
Indian Summer " " " " .....	<u>6-1 1/2</u>
N. A. Winter " " " " .....	<u>✓</u>

† 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 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? *Yes* Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*  
 To what height do the Reverse Frames extend? *Channel frames except in Peak* *For Fore Peak & upper and side Decks alternately* *all Reverse frames to upper Deck in after Peak.*  
 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 W.T. Doors 5'-0" x 2'-0" 20" Coaming*  
 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 *Steel hinged W.T. Door 4'-0" x 3'-0" 30" apart*  
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*  
 Give scantlings and spacing of the Stiffeners *8 x 3 1/2 x 26.5 lb. Channels spaced 30" 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? *Steel hinged W.T. Doors 4'-6" x 4'-6" - 21" Coaming*  
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes* Has the Forecastle an efficient Iron ~~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? *Yes*  
 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.	No. 1 29'-3" x 17'-0"		No. 2 31'-6" x 17'-0"		No. 3 15'-9" x 17'-0"		No. 4 29'-3" x 17'-0"		No. 5 27'-0" x 17'-0"	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	36"	36"	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1
	Thickness	Sides.....	.50	.50	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1
		Ends.....	.50	.50	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1
SHIPPING BEAMS OR WEB PLATES.	Number.....	5	5	5	5	3	3	5	5	5
	Section and Scantlings.....	16" PLATE 3/16"	AS FITTED	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1
	Material.....	STEEL	ANGLES 4x3x9-8LB.	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1
* FORE AND AFTERS.	Number.....									
	Section and Scantlings.....	None	None	None	None	None	None	None	None	None
	Material.....									
HATCHES Thickness.....		3"	3"	3"	3"	3"	3"	3"	3"	3"
	Remarks.....	Good	Good	Good	Good	Good	Good	Good	Good	Good

\* 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.

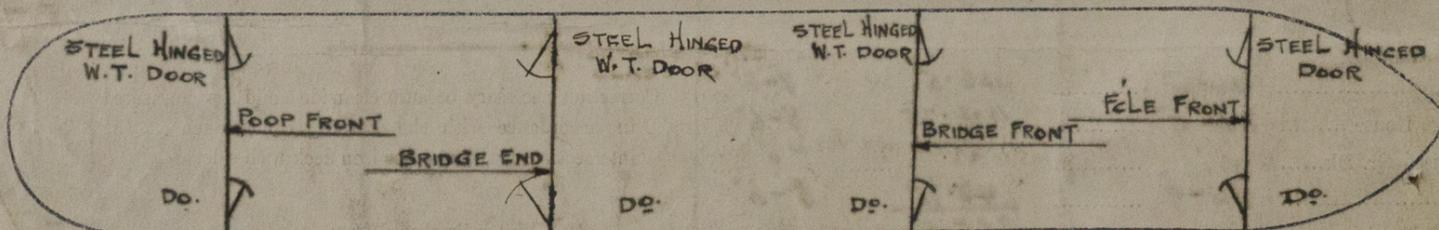
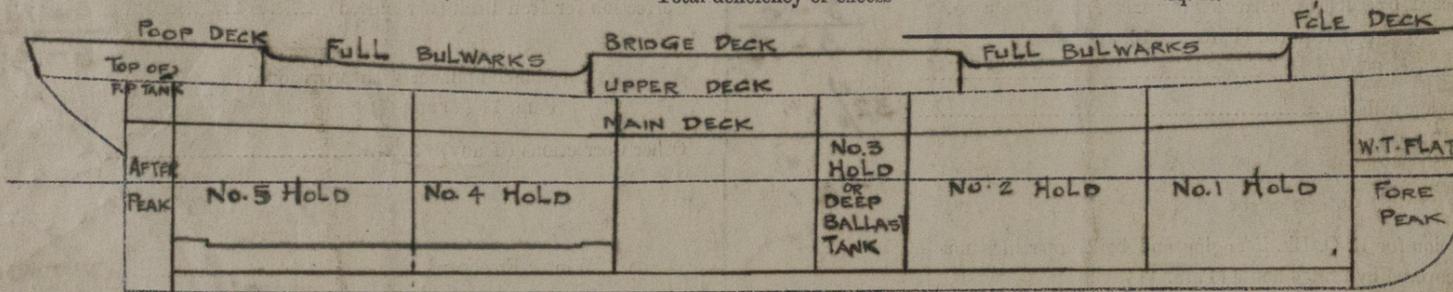
What is the thickness of the Bridge Sheerstrake? *Strake between Main and Bridge Sheerstrakes?*  
 Delete the words { The Crew are, are not, berthed in the bridge house.  
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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 (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 *Sister Ship to "Western City" built by the Same Firm*

Owners *The Emergency Fleet Corporation*

Address

Fee \$ *50.00*

received by me



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