

Preliminary

Index No. 32770  
(For London Office only)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

1b. 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 \_\_\_\_\_  
Date of Survey 25<sup>th</sup> May 1928  
Name of Surveyor \_\_\_\_\_

Ship's Name. The Goble S.B. Co's Proposed Oil Tanker  
Port of Registry and Nationality. \_\_\_\_\_  
Official Number. \_\_\_\_\_  
Gross Tonnage. \_\_\_\_\_  
Date of Build. \_\_\_\_\_  
Particulars of Classification. +100A.1. (Contemplated)  
Number in Register Book (No. 284 see letter of 30.5.28)

| REGISTERED DIMENSIONS FROM THE REGISTER. | LENGTH.            | BREADTH.     | DEPTH.      | UNDER DECK TONNAGE. |
|--|--------------------|--------------|-------------|---------------------|
| Length on LOADLINE.                      | <u>Mld:- 185.0</u> | <u>185.0</u> | <u>31.3</u> | <u>14.0</u>         |
| CORRECTED DIMENSIONS.                    | <u>185.0</u>       |              |             |                     |

Moulded Depth as given measured..... 14.0  
Addition for Keel below base line for draught record..... inches.

### CORRECTION FOR LENGTH.

|  |                            |
|--|----------------------------|
| Length of Ship on Loadline.....                  | <u>185.0</u>               |
| Length in Table .....                            | <u>168.0</u>               |
| Difference .....                                 | <u>17.0</u>                |
| Correction for 10ft., Table A. ....              | <u>1.0</u> Table C.        |
| × Difference divided by 10 .....                 | <u>1.70</u> (if required.) |
| If $\frac{6}{10}$ ths length covered divide by 2 | <u>+ 0.85</u>              |
|  | <u>+ 3/4</u> ✓             |

F + P = .443 Trunk = .273 Total = .716  
CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered .....  
Thickness of usual wood deck, less stringer ..... 3" - 3"

### CORRECTION FOR ROUND OF BEAM.

|   |                             |
|---|-----------------------------|
| Breadth at Gunwale amidships.....             | <u>31.0</u>                 |
| Round of Beam .....                           | <u>4"</u>                   |
| Normal round.....                             | <u>7/16</u>                 |
| Difference .....                              | <u>3/4 ÷ 2 =</u> <u>3/8</u> |
| Proportion of Deck uncovered (Para. 19) ..... | <u>.284</u>                 |

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

Co-efficient of fineness.....  
Any modification necessary [Para. 4 (a) to (e)]\*  
Co-efficient as corrected ..... .75 provisionally

Sheer at Stem..... 75"  
at Sternpost ... 42"  
 $117 ÷ 2 = 58.5$  Mean

Sheer at  $\frac{1}{2}$  of the length from Stem 42"  
Sternpost 22"  
 $64 ÷ 2 = 32$  Mean

Gradual mean Sheer ..... 58.18 55 58.18

Standard mean Sheer [Table, Para. 18] ..... 29.50 Correction  
Difference..... 29.68 ÷ 4 = 7.42

If limited as Para. 18 (f) ..... - 7/2

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

Fall in Sheer [Para. 18 (d)]  
Length uncovered ..... Correction

### ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 0.6

Correction for Length, if required (Para. 12, 13, and 14) .....

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)..... 1. 4/4

Difference ..... 1. 1/4

Percentage as below..... 42%

5.56

Freeboard, Table A ..... 2. 2 3/4

Correction for Sheer ..... - 7/2

Correction for Length ..... + 3/4

Allowance for Deck Erections ..... 1. 8

Correction for Round of Beam..... - 5/2

Correction for fall in Sheer (if any).....

Correction for Steel Deck (if required) ..... - 3

Additions for non-compliance with provisions of Para. 11 (d) and (e) †

Other Corrections (if any) .....

0. 4 1/2

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ✓  
Allowance for Deck Erections ..... - 5 1/2

|   | Length.                                      | Length allowed. | Height.    |
|---|--|-----------------|------------|
| Forecastle.....                                       | <u>22.6</u>                                  | <u>22.50</u>    | <u>7.0</u> |
| Bridge House.....                                     | <u>11.6 (open)</u>                           |                 | <u>8.0</u> |
| Trunk.....  |  |                 |            |
| Raised Q. Dk.....                                     | <u>103.0 × 2.53 ÷ 3.3 × 15.3 ÷ 2 = 32.69</u> |                 | <u>3.3</u> |
| Poop.....   | <u>59.6</u>                                  | <u>59.50</u>    | <u>7.0</u> |
| Total .....   |  | <u>114.69</u>   |            |
| Length of Ship .....                                  |  | <u>185.0</u>    |            |
| Corresponding percentage (Para. 11, 12, 13, and 14) } | <u>42%</u>                                   |                 |            |

Winter Freeboard ..... 0. 11/2 ✓  
Summer Freeboard ..... (112.2) 1 1/2 0. 9 3/4 ✓  
Indian Summer Freeboard .....  
N. A. Winter Freeboard .....

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side. + 1 1/4

Winter Freeboard from deck line ..... 1. 0 3/4 ✓  
Summer " " " " ..... 0. 11 ✓  
Indian Summer " " " " .....  
N. A. Winter " " " " .....

| FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, <del>Wood</del> (Steel) Deck:— |       |                |
|---|-------|----------------|
| Fresh Water Line  | above | centre of Disc |
| Indian Summer Line  | "     | "              |
| Winter Line   | below | "              |
| Winter-North Atlantic Line  | "     | "              |

† 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 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.

RETAIN

© 2020 Lloyd's Register Foundation  
W1432-0182

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?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?

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? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

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? 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?

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.            |                              | Ship. |       | Rule. |       | Ship. |       | Rule. |       | Ship. |       | Rule. |       |
|-------------------------------|------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Item.                         |                              | 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.

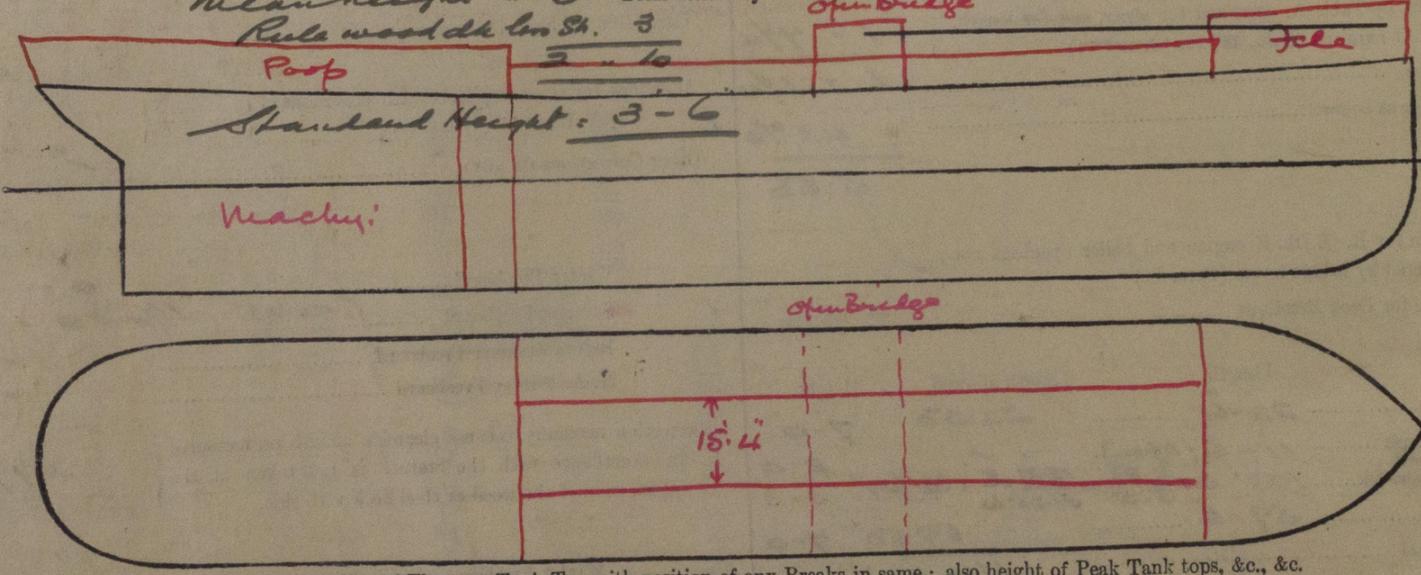
What is the thickness of the Bridge Sheerstrake? Strake between Main and Bridge Sheerstrakes?

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 = Sq. ft.

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

*Trunk*  
Actual height above deck: 3-9  
No camber to top of trunk  
Mean height = 3-  
Rule wood dk on Sh. 3  
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

Builder's name and yard number

Names of sister vessels

Owners

Address

Fee £ : Received by me