

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Port of Survey *Sunderland*
Date of Survey *Dec^r 6th 1927*
Name of Surveyor *A. Carlson*

Particulars of Classification.

* 100 A.I. ~~Shells~~ with
Keyboard (Contemplated)

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..... ~~410.0~~
 Length in Table ~~340.0~~
 Difference ~~70.0~~
 Correction for 10ft., Table A. ~~1.46~~ Table C.
 × Difference divided by 10 ~~10.22~~ (if required,
 If $\frac{6}{10}$ ths length covered divide by 2 ~~5.11~~

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered $3\frac{1}{2}$ "
Thickness of usual wood deck, less stringer $- 3\frac{1}{2}$ "

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..... | 54.96 |
| Round of Beam | 15. |
| Normal round..... | 13 $\frac{3}{4}$. |
| Difference | 1 $\frac{1}{4}$ \div 2 = 5/8. |
| Proportion of Deck uncovered (Para. 19) | |

Do-efficient of fineness..... ~~.448~~
Any modification necessary }
[Para. 4 (a) to (e)]* } ~~+ .02 C.D.B~~
Do-efficient as corrected ~~.458~~ *say .76*

Sheer { Stem.....108 } 162 ÷ 2 = 81 ...Mean
 at { Sternpost ...54 }
 Sheer at $\frac{1}{8}$ of the length from { Stem 59.50 } 89.25 ÷ 2 = 44.62 Mean
 { Sternpost 29.75 } ÷ 55 = 81.13.
 Gradual mean Sheer $\frac{81.13 + 81.00}{2}$ 81.06
 Standard mean Sheer [Table, Para. 18] $\frac{51.00}{30.06}$ Correction
 Difference..... $\frac{30.06}{4}$ = 7.51
 If limited as Para. 18 (f) $7\frac{1}{2}$

| | | | |
|------------------------------|---|----------------------------------|---|
| Rise in Sheer from amidships | { | At front of bridge house..... | ✓ |
| Para. 18 (e)] | | At after end of forecastle | |
| <hr/> | | | |
| Fall in Sheer | { | | |
| Para. 18 (d) | | $\div 2 =$ | ✓ |
| Length uncovered | | | |

ALLOWANCE FOR DECK ERECTIONS :—

reeboard, Table C.....
 orrection for Length, if required (Para. ~~12, 13, and 14~~)
 reeboard by Table A. corrected for sheer, and for length, }
 if required (Para. ~~12, 13, and 14~~) }
 ifference
 rcentage as below..... $\frac{30 \times 94.41}{100} = 28.32$

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

allowance for Deck Erections - 2' 4 1/4"

| | Length. | Length allowed. | Height. |
|----------------------------------|--------------------|-----------------|-----------|
| recastle..... | | | |
| of Shaker | 377' 9" ✓ | 377.64 ✓ | 9' 0" ✓ |
| idge House..... | 4' 7" ✓ | | |
| n Opening..... | | | |
| aised Or. Dk..... | 24' 8" ✓ | 24.52 ✓ | 9' 0" ✓ |
| Shaker | | | |
| pp..... | | | |
| Total..... | <u>410.0</u> | <u>405.19</u> | |
| ngth of Ship..... | $\frac{1}{2}$ diff | = 240 ✓ | |
| responding percentage { | | <u>407.59</u> | |
| Para. 11, 12, 13, or 14) 94.41 ✓ | | 410.00 | = .9941 ✓ |

| | |
|--|---------------------|
| Winter Freeboard | 4 - 0 |
| Summer Freeboard $5\frac{3}{4}$ | 3 - 6 $\frac{1}{4}$ |
| Indian Summer Freeboard $5\frac{3}{4}$ | 3 - 0 $\frac{1}{2}$ |
| N. A. Winter Freeboard | |

Correction necessary because clearside amidships, measured
in accordance with the Statute is not taken at the
intersection of the ~~wood~~ steel deck with side. } $+1\frac{3}{4}$ "

| | |
|---------------------------------------|-------------------------------------|
| Winter Freeboard from deck line | 4 - 1 ³ / ₄ " |
| Summer " " " " | 3 - 8" |
| Indian Summer " " " " | 3 - 2 ¹ / ₄ " |
| N. A. Winter " " " " | ✓ |

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

| | | | |
|---------------------------------------|-------|-------|----------------|
| Fresh Water Line | 7" | above | centre of Disc |
| Indian Summer Line | " | " | " |
| Winter Line | below | " | " |
| Winter North Atlantic Line | " | " | " |

* 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.

2m, 1.23. T.

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31 DEC 1927
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$$\frac{12771}{45.8 \times 40} = 6.97$$

W443-0303

insured relatively to the straight
the vessel's draft at time of
rted.

Bulk angle frames extend to shell deck in every

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? *-* Bridge House? *-* Forecastle? *Yes, on*

To what height do the Reverse Frames extend? *Bulk angle framing (To 2nd deck aft of after Peak bulkhead)*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Complete shell deck with tonnage of 4'4" long x 22'0" wide. Efficient hull*

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 *Covers provided for closing the tonnage*

What is the thickness of the Bridge Front plating? *in the shell deck and are fitted with* and Coaming plate? *and lashings. Steel bulkheads in the*

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? *openings in the fore bulkhead are closed*

How are the openings closed? *means of storm boards in riveted*

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? *by superstructure*

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? *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:—

| Position and Size. | | No. 1 29'3" x 22'0" (400) | | No. 2 33'7" x 22'0" | | No. 3 18'1" x 22'0" | | No. 4 33'7" x 22'0" | | No. 5 31'0" | |
|-------------------------------|--------------------------|---------------------------|--------|---------------------|--------|---------------------|--------|---------------------|--------|-------------------|-------|
| Item. | | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | |
| COAMING | Height above top of DECK | 32" | | 32" | | 32" | | 32" | | 32" | |
| | Sides | .50 | Do | .56 | Do | .44 | Do | .56 | Do | .50 | |
| | Thickness | | | | | | | | | | |
| | Ends | .44 | | .44 | | .44 | | .44 | | .44 | |
| SHIFTING BEAMS OR WEB PLATES. | Number | 5 | | 6 | | 3 | | 6 | | 5 | |
| | Section and Scantlings | 17 1/2" x 36" | Do | 14" x 34" | Do | 14" x 34" | Do | 14" x 34" | Do | 14" x 34" | |
| | Material | 4 1/2" x 3" x 46" | Steel | 4 1/2" x 3" x 46" | Steel | 4 1/2" x 3" x 46" | Steel | 4 1/2" x 3" x 46" | Steel | 4 1/2" x 3" x 46" | Steel |
| * FORE AND AFTERS. | Number | | | | | | | | | | |
| | Section and Scantlings | | No | Fore and | | after | fitted | | | | |
| | Material | | | | | | | | | | |
| HATCHES | Thickness | 3" | 2 1/2" | 3" | 2 1/2" | 3" | 2 1/2" | 3" | 2 1/2" | 3" | |
| | Remarks | 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 *5'2"*

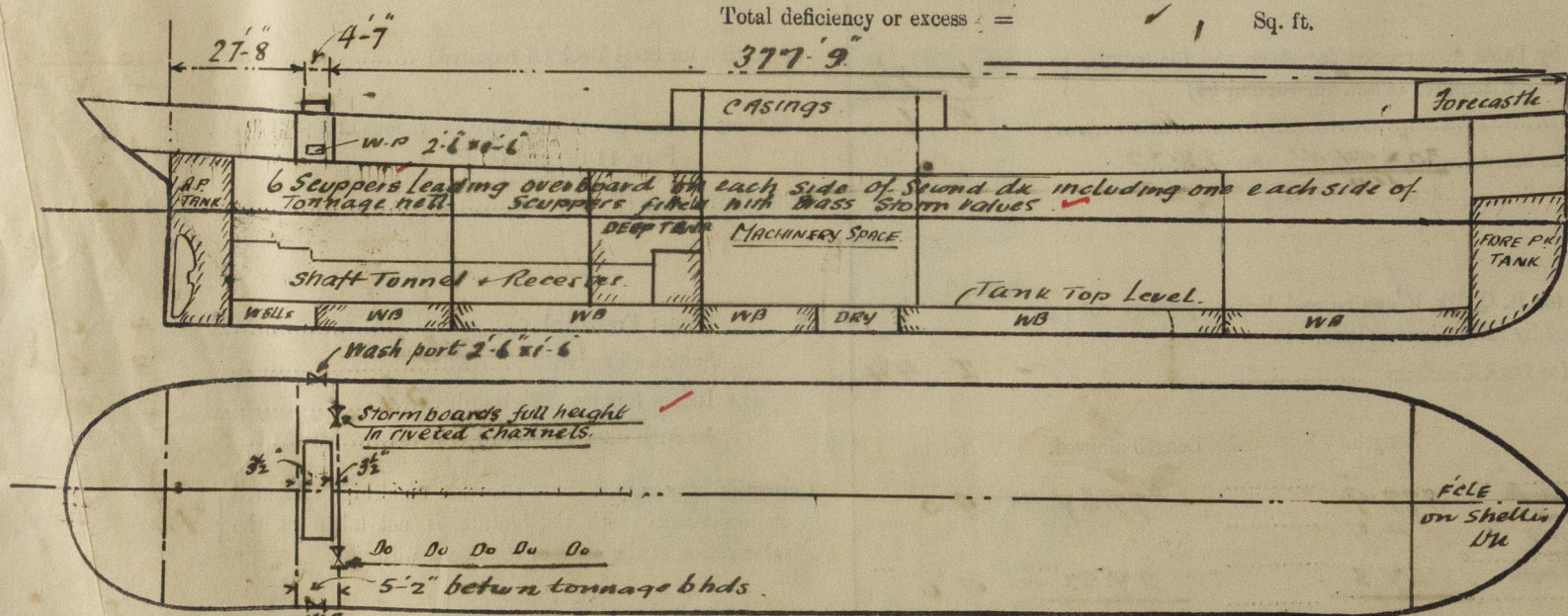
Area of Freeing Ports required by Para. 11 (e) each side of vessel = *✓* Sq. ft.

Ft. Tenths. Ft. Tenths. No.

2.5 x 1.5 x 1

Freeing Ports (each side of vessel) = *3.75* 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

None

App'd plans are in the London

Builder's name and yard number *Messrs Wm Duxford & Sons Ltd*

89585

Names of sister vessels *None*

Owners *Messrs Turnbull Scott Shipping Co Ltd*

Address *24 St Mary Axe, London E.C.3*

Fee £ *9. 3. 4*

Received by me

See 76 Report

Will be charged on completion

The Builders state that displacement on 24' mid aft = 12771 tons tons per inch = 45.8

Request form was forwarded preliminary Rept. No 29

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