

# 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-ON-TYNE**  
Date of Survey **22<sup>nd</sup> Sep 1930**  
Name of Surveyor **G. L. Brown**

Ship's Name. **"CHEYENNE"**  
Partners Co's No 1001  
Number in Register Book **89935**  
Port of Registry and Nationality. **NEWCASTLE**  
Official Number. **161559**  
Gross Tonnage. **8900 approx**  
Date of Build. **1930**  
Particulars of Classification. **+100A1 carrying deck in bulk (Contemplated) Longitudinal framing at bottom & decks.**

Registered Dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<b>477.0</b>	<b>63.8</b>	<b>34.8</b>	<b>8083.99</b>
Length on LOADLINE.	<b>470.0</b>	Frame Depth <b>9"</b> Rule <b>7 1/2"</b> <b>x2 = -25 1/2"</b> Nosparings <b>+33</b>	No Ceiling <b>+20</b> Sheer <b>+1.27</b>	Peak } incl'd Tanks } <b>D.B.W.E.R. + 57</b> <b>deep floors } +24</b> <b>ft.</b>
CORRECTED DIMENSIONS.	<b>470.0</b>	<b>63.88</b>	<b>36.27</b>	<b>8158.99</b>

Moulded Depth as measured..... **34'9"**  
- Rule wood dk. less str. = **-3"**  
**34'6" base.**  
Addition for Keel below base line for draught record..... inches.

NOTE - If the depth is measured when vessel is afloat, the details of measurement should be reported.

**34'9"**  
**1'4"**  
**36'1"**  
**1'3"**  
**34'10"**

## CORRECTION FOR LENGTH.

Length of Ship on Loadline..... **470.0**  
Length in Table ..... **414**  
Difference ..... **56**  
Correction for 10ft., Table A. .... **1.7** Table C. **.8**  
x Difference divided by 10 ..... **9.52** (if required.) **4.48**  
If 1/10ths length covered divide by 2 **+9 1/2** **+4 1/2**

## CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered .....  
Thickness of usual wood deck, less stringer ..... **Allowed in Mld. Depth reduction**

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... **63.5**  
Round of Beam ..... **16" in 63.5" (full beam)**  
Normal round..... **15.87**  
Difference ..... **13** **+2 = .06**  
Proportion of Deck uncovered (Para. 19) .....

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

nt of fineness..... **.749**  
ication necessary **LONGITUDINAL**  
(a) to (e) **BOTTOM FRAMING**  
as corrected ..... **.76**  
am..... **132"**  
ernpost **70"**  
of the length from Stem **74"**  
Sternpost **39"**  
Mean Sheer ..... **113 ÷ 2 = 56 1/2"** Mean  
Mean Sheer [Table, Para. 18] ..... **57.00** Correction  
Difference..... **44.86 ÷ 4 = 11.21**  
ed as Para. 18 (f) ..... **-11 1/4"**

Sheer { At front of bridge house ..... ✓  
idships {  
s (e) { At after end of forecastle .....  
Sheer {  
s (d) { ÷ 2 =  
ncovered ..... Correction

## ALLOWANCE FOR DECK ERECTIONS:-

Table C..... **9'4 1/2" - 3'2" = 6'2 1/2"**  
for Length, if required (Para. 12, 13, and 14) ..... **+4 1/2"**  
by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) ..... **9'2 3/4"**  
e ..... **2'7 3/4"**  
as below..... **22.73%**  
**722**

n for R. Q. Dk. if engine and boiler openings not ered by bridge house (Para. 11)  
a for Deck Erections ..... **7 1/4"**

	Length.	Length allowed.	Height.
no overhang	<b>40.5'</b>	<b>40.5'</b>	<b>7'9"</b>
ouse .....	<b>27.0' at side</b>	<b>27.0'</b>	<b>7'9"</b>
Qr. Dk.....	<b>81.0 at cr.</b>	<b>100.75'</b>	<b>7'9"</b>
".....	<b>104.5'</b>	<b>104.5'</b>	<b>7'9"</b>
otal .....	<b>172.0</b>	<b>172.0</b>	
f Ship .....	<b>470.0</b>	<b>170.91 = .3636</b>	
ading percentage { 11, 12, 13, or 14) {	<b>22.73%</b>	<b>470</b>	

BOARD recommended amidships from centre of Disc. to top of Statutory Deck Line, Wood (Steel) Deck:-

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

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If one 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 apart 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.



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? *deep frames*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *yes plating .44" stiffeners 10x3 1/2 x 40 BA spaced 2'-3" to 2'-7" bulkhead*

Give particulars of the means for closing the openings in Bulkhead *2 tonnage openings closed by steel plate secured by hook-bolts 12" spacing (see plan) not passing through*

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 *2 STEEL W.T. DOORS, HINGED CAN BE CLOSED & FASTENED FROM OUTSIDE 18" SILLS*

What is the thickness of the Bridge Front plating? *.48* and Coaming plate? *.48*

Give scantlings and spacing of the Stiffeners *10x3 1/2 x 40 BA spaced 2'-4" to 2'-7"*

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 tonnage openings closed by steel plate, secured by hook bolts 12" spacing (see plan) not passing through bulkhead*

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? *steel opening with hinged steel & 2" bolted plate*

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

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 the Rules? Give particulars below:—

Position.	TO NEI ordinary bulkhead on upper deck								
Size.	6'-9" x 10'-0"								
Height above top of DECK	2'-6"								
COAMING Thickness	Sides .44 Ends .44								
STIFFENERS ON COVER	3 FIA 5x3x40 angle								
Section and Scantlings	2 THWARTSHIP 5x3x40 angle								
Material									
* FORE AND AFTERS	Number Section and Scantlings Material								
HATCHES Thickness	Steel Plate .34" W.T.								
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 keel 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 1: 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. Bulwarks 3.5' high. Area 105 463  
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 aft well 165.8', fore well 132.2' Fore aft

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 26.44 33.16 Sq. ft.

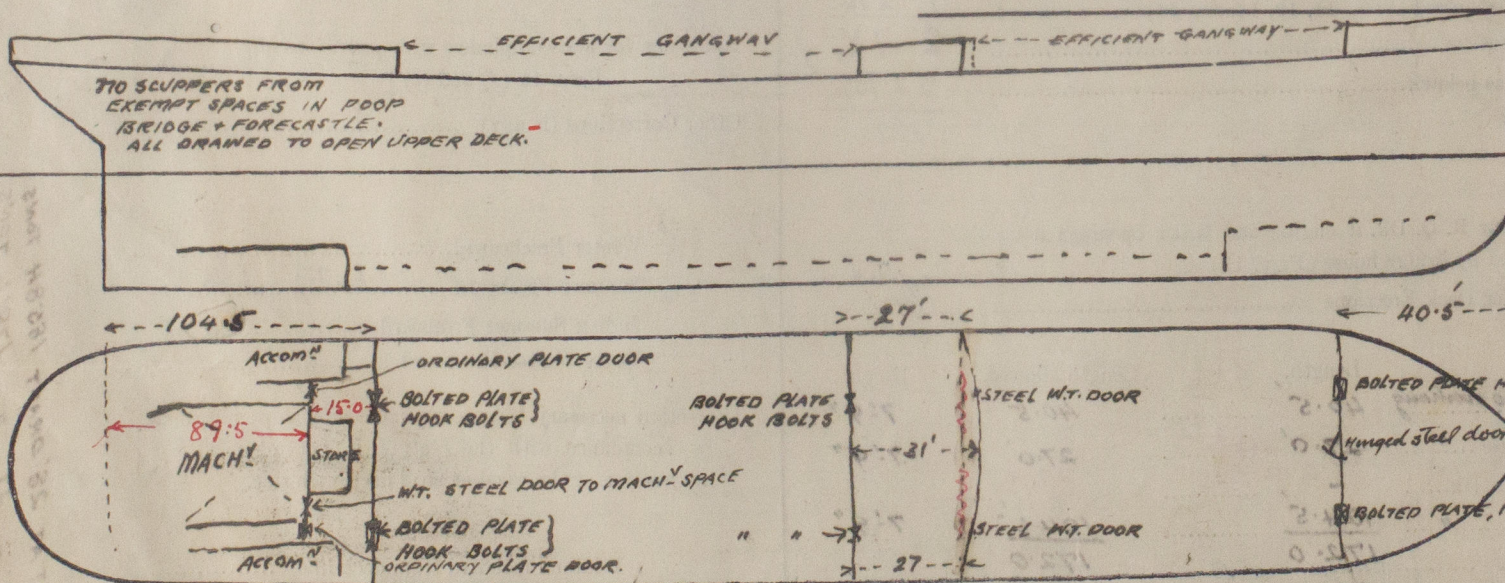
	Ft.	Tenths.	Ft.	Tenths.	No.		
aft well 18 FREEING PORTS	5.0'	0.67'	18			Freeing Ports	51.92 68.67 Sq. ft.
" 5 " "	2.5'	0.67'	5			(each side of vessel)	= 11% 12%
FOR well 14 " "	5.0'	0.67'	14				
3 " "	2.5'	0.67'	3				

Total deficiency or excess = 25.48 35.51 Sq. ft.

Poop  $89.50$   
 $\frac{3}{4} \times 15 = 11.25$   
 $100.75$

Bridg

$27.0$   
 $4 \times \frac{2}{3} = 2.66$   
 $29.66$



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 *Vessel longitudinally framed at bottom & decks. 3 transverse bulkheads, no trunks.*

Builder's name and yard number *Palmers S.B. & Co. Ltd. No 1001*

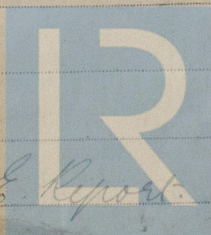
Names of sister vessels

Owners *Anglo-American Oil Co. Ltd.*

Address

Estimated Fee £ *11 : 13 : 4*

Received by me *Lee J.E. Report*



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