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VERIFICATION

NEWCASTLE-ON-TYNE

REPORT.

Rept No: 75733

SAT. 22 JUL. 1922

Index No.

(For London Office only.)

28961

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 *During Construction*
Name of Surveyor *J. E. Locke.*

Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>XICAVA</i> <i>Hunter & W.R. No 1181</i>	<i>London</i> <i>British</i>	<i>146636</i>	<i>About</i> <i>5690</i>	<i>1922</i>	<i>+ 100 A1 "Carrying Petroleum in Bulk (Contemplated)."</i>

Registered Length from Register.	Length.	Breadth.	Depth.	Under Deck Tonnage.
	<i>411.7</i>	<i>53.5</i>	<i>31.0</i>	<i>5262.87</i>
Length on Loadline.	<i>410.84</i>	<i>Mean Frame Depth 8' 6" Ceiling + 26"</i> <i>Rule " 6" Sheer + 60"</i> <i>2 x 24"</i> <i>4 1/2" = - 38"</i> <i>No Sparring + 33"</i>	<i>Peak Tanks } Included</i> <i>E + B tank above top of length.</i> <i>+ 55 tons</i>	
Corrected Length.	<i>410.84</i>	<i>53.45</i>	<i>31.70</i>	<i>5317.87</i>

Efficiency of fineness.....	<i>76.</i>	<i>Block Coeff. 76</i>
Modification necessary { Para. 4 (a) to (e) }	<i>✓</i>	
Efficiency as corrected	<i>76.</i>	

Stem.....	<i>96</i>	<i>147 ÷ 2 = 73.5</i>	<i>Mean</i>	<i>17.78 ÷ 36 = .50</i>
Sternpost	<i>51</i>			
at 1/3 of the length from Stem	<i>51.76</i>	<i>75.75 ÷ 2 = 37.87</i>	<i>Mean</i>	
at 2/3 of the length from Sternpost	<i>24.00</i>			
Normal mean Sheer	<i>68.86</i>	<i>÷ 55 = 68.86</i>		
Standard mean Sheer [Table, Para. 18]	<i>51.08</i>			
Difference.....	<i>17.78</i>	<i>÷ 4 = 4.45</i>		
Limited as Para. 18 (f)	<i>✓</i>	<i>- 4 1/2"</i>		

in Sheer { At front of bridge house.....	<i>✓</i>
amidships { At after end of forecastle	<i>✓</i>
Para. 18 (e) {	
in Sheer { <i>2" ÷ 2 = 1"</i>	
Para. 18 (d) {	
uncovered { <i>Bridge fitted</i>	
	<i>Correction Nil.</i>

ALLOWANCE FOR DECK ERECTIONS:—		
Freeboard, Table C.....	<i>4. 9 1/2"</i>	
Correction for Length, if required (Para. 12, 13, and 14)	<i>+ 3"</i>	
	<i>5. 0 1/2"</i>	
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<i>8. 0 1/2"</i>	
Difference	<i>3. 0 1/2"</i>	
Percentage as below.....	<i>27.66%</i>	

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<i>✓</i>
Allowance for Deck Erections	<i>- 10"</i>

Length.	Length allowed.	Height.
Forecastle.....	<i>45.0</i>	<i>45.0</i>
House	<i>26.0</i>	<i>26.0</i>
Quarter Deck.....	<i>✓</i>	<i>✓</i>
.....	<i>109.0</i>	<i>109.0</i>
Total	<i>180.0</i>	<i>180.0</i>
Freeboard of Ship	<i>410.84</i>	<i>438</i>
Allowing percentage { <i>27.66%</i>		
Para. 12, 13, or 14 {		

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	" "

Moulded Depth as measured.....	<i>31. 0 1/2"</i>
Addition for Keel below base line for draught record.....	<i>2.....inches.</i>

CORRECTION FOR LENGTH.		
Length of Ship on Loadline.....	<i>410.84</i>	
Length in Table	<i>372.50</i>	
Difference	<i>38.34</i>	
Correction for 10ft., Table A.	<i>1.6</i>	Table C. <i>.8</i>
× Difference divided by 10	<i>6.13</i>	(if required.) <i>3.06</i>
If 1/10ths length covered divide by 2	<i>+ 6"</i>	<i>+ 3"</i>

CORRECTION FOR IRON DECK.		
Proportion covered, if less than 1/10ths length covered	<i>.438</i>	
Thickness of usual wood deck, less stringer	<i>4 - 62 = 3.38</i>	
	<i>4.41 = - 1 1/2"</i>	

CORRECTION FOR ROUND OF BEAM.		
Breadth at Gunwale amidships.....	<i>52. 1 1/2"</i>	
Round of Beam	<i>13 1/2"</i>	
Normal round.....	<i>13 1/2"</i>	
Difference	<i>✓ ÷ 2 =</i>	<i>✓</i>
Proportion of Deck uncovered (Para. 19)		

Freeboard, Table A	<i>7. 11 1/2"</i>
Correction for Sheer	<i>- 4 1/2"</i>
	<i>7. 6 3/4"</i>
Correction for Length	<i>+ 6"</i>
	<i>8. 0 3/4"</i>
Allowance for Deck Erections	<i>- 10"</i>
	<i>7. 2 3/4"</i>
Correction for Round of Beam.....	<i>✓</i>
Correction for fall in Sheer (if any).....	<i>✓</i>
Correction for Iron Deck (if required)	<i>1 1/2"</i>
	<i>7. 1 1/2"</i>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<i>✓</i>
Other Corrections (if any)	<i>✓</i>

Winter Freeboard	<i>7. 1 1/2"</i>
Summer Freeboard	<i>6. 7 1/2"</i>
Indian Summer Freeboard	<i>6. 2 1/2"</i>
N. A. Winter Freeboard	<i>✓</i>
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.	<i>1 1/2"</i>

Winter Freeboard from deck line	<i>7. 3"</i>
Summer " " " "	<i>6. 9 1/2"</i>
Indian Summer " " " "	<i>6. 4"</i>
N. A. Winter " " " "	<i>✓</i>
.....	<i>6. 9 1/2"</i>
.....	<i>6. 9 1/2"</i>
.....	<i>5 1/2"</i>

† 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 height of the water line at 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? *✓* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Longitudinal framing.*
 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 *N.T. bolted plates + shifting boards full height in riveted channels.*
 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 steel N.T. doors.*
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*
 Give scantlings and spacing of the Stiffeners *6½ x 3½ = .38 angles spaced 31" 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? *One hinged steel door + 2 openings closed with bolted plates in addition to shifting boards full height in riveted channels.*
 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 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 Section 28 of the Rules for 1904-5? Give particulars below:— *Yes.*

Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.	
Item.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.	
COAMING.	Height above top of DECK	<i>7'0" x 8'0"</i>													
	Sides.....	<i>30"</i>		<i>30"</i>											
	Thickness {	<i>.44</i>		<i>.44</i>											
	Ends.....	<i>.44</i>		<i>.44</i>											
SHIFTING BEAMS OR WEB PLATES.	Number	<i>40 steel N.T. covers</i>													
	Section and Scantlings	<i>stiffened with two</i>													
	Material	<i>6 x 3 x .38 S.A. on under side</i>													
* 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? _____

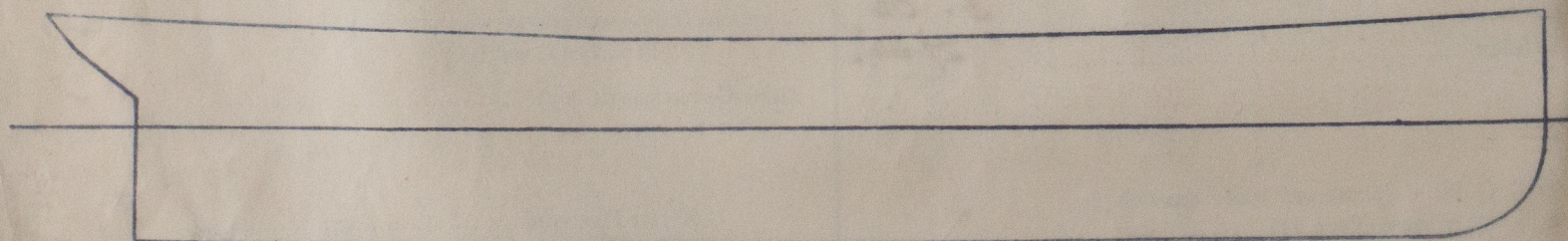
Delete the words { The Crew are, are not, berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

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.
	x		x				
	x		x				

Total deficiency or excess = _____ Sq. ft.



This vessel is a sister ship to the same builders
Nº 1173 S.S. "Sclavia" Nwc. report Nº 74743
Nº 1179 S.S. "Solen" Nwc. report Nº 75334 and
Nº 1177 S.S. "Spirita" Nwc. report Nº 75386.

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 *This vessel has been built in accordance with the approved plans. The Midship Section & Profile & Deck plan are at present in the London Office in connection with the F.E. report on S.S. SOLEN. Nº 1179*
 Owners _____
 „ Address _____

Fee £ *11. 0. 0*

Received by me

See L.R. Rpt.

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