

Lloyd's Register of

SURVEYS FOR FREEBOARD-STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

Date of Survey... *Oct. 21, 1935*
 Name of Surveyor... *W. Bennett*

Ship's Name. Herbert L. Pratt	Port of Registry and Nationality. <i>Philadelphia U.S.A.</i>	Official Number. <i>215969</i>	Gross Tonnage. <i>7118</i>	Date of Build. <i>1918-2</i>	Particulars of Classification. <i>+100 A1. "Carr Petroleum in bulk" "Longitudinal Framing"</i>
Number in Register Book. <i>26412</i>		Owner... <i>S. W. Atlantic Refining Co.</i>		Builder... <i>Baltimore S. B. Corp. Alameda, Cal.</i>	
Moulded dimensions <i>435.0' x 56.0' x 33.5'</i> (85% = <i>28.47'</i>)		Moulded displacement at a moulded draught of 85 per cent. of moulded depth... <i>160.40 Tons</i>		Coefficient of fineness for use with tables... <i>80.9</i>	

DEPTH FOR FREEBOARD.	CORRECTION FOR DEPTH.	CAMBER
Moulded depth <i>33.50</i>	(a) When D is greater than $\frac{L}{15}$	Standard $\frac{56 \times 12}{50} = \dots$ <i>13.45</i>
Stringer plate <i>(.64) .05</i>	$(\frac{D-L}{15}) \times R = \frac{33.55 - 29.00}{4.55} \times 3 \dots$ <i>+ 13.65</i>	Ship <i>13.00</i>
Sheathing in wells } $T(\frac{L-S}{L}) =$	(b) When D is less than $\frac{L}{15}$ (if allowed).	Difference <i>1.45</i>
Depth D = <i>33.55</i>	$(\frac{L-D}{15}) \times R = \dots$	Restricted to <input checked="" type="checkbox"/>
	If restricted by height of superstructures	Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \dots$ <i>1.45</i>

SUPERSTRUCTURES.

	Mean Covered Length S	Effective Length S ₁ (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.	
Poop enclosed	<i>121.50</i>	<i>121.50</i>	<i>7.75</i>	<input checked="" type="checkbox"/>	<i>121.50</i>	<i>Sheer Forward</i> - 1 - <i>9.7 3 29.1</i> <i>38.7 3 116.1</i> <i>88.0 1 88.0</i> <hr/> <i>233.2</i>
" overhang	<i>50</i>	<i>25</i>			<i>25</i>	
R.Q.D. enclosed						
" overhang						<i>Standard Sheer Forward</i> - 1 - <i>11.88 3 35.64</i> <i>47.55 3 142.65</i> <i>107.00 1 107.00</i> <hr/> <i>285.29</i>
Bridge enclosed	<i>42.00</i>	<i>42.00</i>	<i>7.75</i>	<input checked="" type="checkbox"/>	<i>42.00</i>	
" overhang aft (<i>5.5 + 1.25</i>)	<i>6.75</i>	<i>5.06</i>			<i>5.06</i>	
" overhang forward	<i>1.25</i>	<i>.62</i>			<i>.62</i>	
F'cle enclosed <i>Open</i>	<i>42.00</i>	<i>34.33</i>	<i>7.75</i>	<input checked="" type="checkbox"/>	<i>34.33</i>	
" overhang						
Trunks forward						
" aft						
Tonnage opening						
TOTAL =	<i>214.00</i>	<i>203.76</i>			<i>203.76</i>	
Length of ship (L) =	<i>435.00</i>	<i>435.00</i>			<i>435.00</i>	
% Covered ... =	<i>49.19%</i>	<i>46.84</i>			<i>46.84</i>	

Corresponding %, corrected for absence of forecastle if required } **A** = *Tanker* }
 } **B** = *37.84* }
 Allowance ... = *42* } $\times .3784$ } = *- 15.89* } *Tanker - does not apply.*

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.	
A.P. 1	<i>45.00</i>	<i>53.50</i>	<i>45.00</i>	<i>1</i>	<i>45.00</i>	If excess sheer forward and deficient sheer aft:- Actual sheer aft = <input checked="" type="checkbox"/> Standard sheer aft = <input checked="" type="checkbox"/> Actual sheer forward = $\frac{233.2}{285.29} = 81.74\%$ Standard sheer forward = <input checked="" type="checkbox"/> ∴ allow 81.74% of open forecastle. Length of enclosed superstructure L Forward of amidships = <input checked="" type="checkbox"/> Aft of amidships = <input checked="" type="checkbox"/>
2	<i>18.95</i>	<i>23.78</i>	<i>18.95</i>	<i>4</i>	<i>75.80</i>	
3	<i>4.75</i>	<i>5.94</i>	<i>4.75</i>	<i>2</i>	<i>9.50</i>	
4	-	-	-	<i>4</i>	-	
5	<i>9.70</i>	<i>11.88</i>	<i>9.70</i>	<i>2</i>	<i>19.40</i>	
6	<i>38.70</i>	<i>47.55</i>	<i>38.70</i>	<i>4</i>	<i>154.80</i>	
F.P. 7	<i>88.00</i>	<i>107.00</i>	<i>88.00</i>	<i>1</i>	<i>88.00</i>	
Mean effective sheer					<i>18) 392.50</i>	
Standard sheer .05 L + 5 =					<i>21.80</i>	
Difference (Df)					<i>26.75</i>	
Allowance = Df × ($.75 - \frac{S}{2L}$) = <i>4.95</i> ($.75 - \frac{246}{504}$)					<i>4.95</i>	
If limited on account of amidship superstructure					<i>+ 2.49</i>	
If limited on account of excess sheer (1½ in. per 100 ft.)					<i>-</i>	

DRAFTS.

Moulded Depth D =	<i>33'- 6"</i>
Stringer Plate = (or Wood-Deck)	<i>¾"</i>
Freeboard	<i>33'- 6¾"</i>
Moulded draught	<i>6'- 6½"</i>
Addition for keel below base line	<i>27'- 0¼"</i>
Extreme draught	<i>2¼"</i>
	<i>27'- 2½"</i>

F. W. ALLOWANCE

Displacement = <i>15180</i>
Tons per inch = <i>50.8</i>
$\frac{15180}{40 \times 50.8} = 7.47$

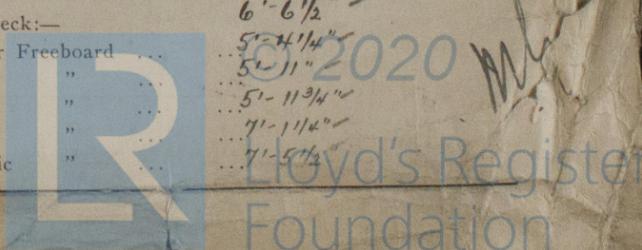
TABULAR FREEBOARD (corrected for flush deck if required) =

Corrected for Coefficient $\frac{.809 + .68}{1.36} = \frac{1.489}{1.36}$	=	<i>71.20</i>
Correction for Depth	<i>13.65</i>	
" Superstructures	<i>- 15.89</i>	
" Sheer	<i>2.49</i>	
" Camber	<i>.19</i>	
" Thickness of deck	<i>-</i>	
" Scantlings, etc.	<i>-</i>	
	<i>16.33</i>	<i>15.89</i>
Summer Freeboard =		<i>78.39</i>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, upper Deck:-

Tropical Fresh Water Line (above center of Disc)	<i>14¼"</i>	Tropical Fresh Water Freeboard	<i>5'- 4¼"</i>
Fresh Water Line	<i>7½"</i>	Fresh Water	<i>5'- 11"</i>
Tropical Line	<i>6¾"</i>	Tropical	<i>5'- 11¾"</i>
Winter Line (below " ")	<i>6¾"</i>	Winter	<i>71'- 1¼"</i>
Winter North Atlantic Line	<i>11"</i>	Winter North Atlantic	<i>71'- 5¼"</i>

F-6 DEC 1935



Is the poop or raised quarter deck connected with the bridge? No
 Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? Yes
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) None
 Has the bridge an efficient steel bulkhead at the fore end? Yes
 Give particulars of the means of closing the openings in this bulkhead Two W.T. doors
 Has the bridge an efficient steel bulkhead at the after end? Yes
 Give particulars of the means of closing the openings in this bulkhead Steel tonnage doors, locks 12" apart
 Has the forecastle an efficient steel bulkhead at the after end? No open
 Give particulars of the means of closing the openings in this bulkhead
 Are the engine and boiler openings covered by a bridge, poop, raised quarter deck, or enclosed by a strong steel deckhouse? Yes
 If the openings are not so protected, are the exposed parts of the casing efficiently constructed? Yes
 Give thickness of plating, scantlings and spacing of stiffeners
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? Yes

Particulars of bulkheads of erections:

	Poop or Raised Quarter Deck bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	.50	.50	.50	
Scantlings of stiffeners	10 x 3 1/2" x 1/2" B.A.	8 x 3 1/2" x .44 BA	5 x 3 1/2" x .44 (angle)	
Spacing of stiffeners, and if bracketed	33" <u>Yes</u>	36" <u>Yes</u>	36" <u>Yes</u>	
Height of sills of openings above deck	No opening	18"	24"	

Particulars of weather deck hatchways. (In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges).

Position and Size.	No 1 10' x 10'									
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING										
Height above top of DECK	24"		Oil hatchways 6' x 4' (18)							
Thickness	Sides.....	.44	" "	4' x 2' 6" (10)						
	Ends.....	.44	Coamings 8" x 3 1/2" x 1/2" angles with O.T. covers + stiffened							
SHIFTING BEAMS OR WEB PLATES	Number.....	plate .31								
	Section and Scantlings.....	angles 3 x 3 x 1/4								
	Material.....	Steel								
* FORE AND AFTERS.	Number.....									
	Section and Scantlings.....									
	Material.....									
HATCHES Thickness	3"									
Remarks	Wood									

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? Yes
 Are hatchway coamings stiffened in accordance with Rule 9? Not required

Length of bulwarks in wells—forward: _____ feet; aft: _____ feet.

Area of freeing ports required by regulations (Rules 30 and 100) forward: _____ sq. ft.; aft: _____ sq. ft.

No. Ft. X Ft.

Particulars of freeing ports fitted { forward well } _____ sq. ft.
 on each side of vessel { after well } _____ sq. ft.

Are Rules 23 and 24 complied with as far as practicable? Yes

Are air pipes to tanks in accordance with Rule 25? Yes

Are all scuppers and sanitary discharge pipes in accordance with Rule 27? Yes

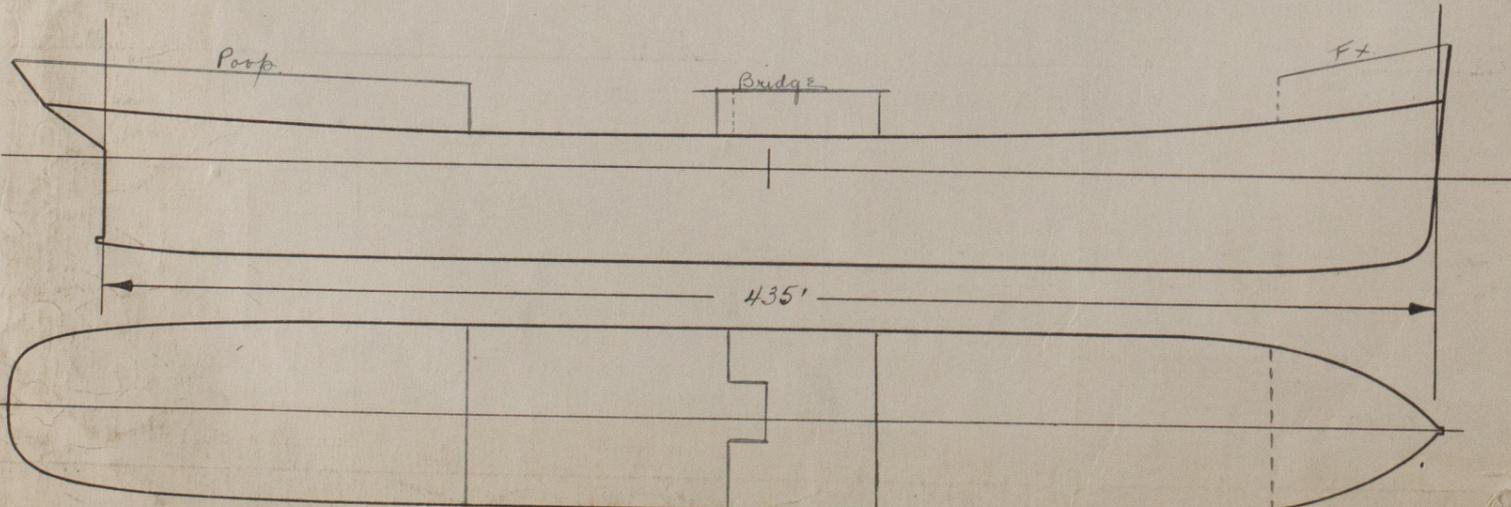
In oil tankers, what is the extent of the fore and aft gangway? All F & A Are the crew berthed in the forecastle? (Rule 96) No

Is the gangway strong and efficiently braced fore and aft? Yes State spacing of supports 10 feet.

In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100) Yes, 60%

Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? Yes

If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? Yes

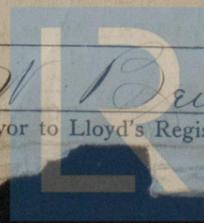


Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any).
 Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: "J. E. O'Neil" "W. M. Dush"

Fee: \$100.00 Expenses (if any) \$1.00

(Signed) W. Demuth
 Surveyor to Lloyd's Register of Shipping.



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CABLEGRAMS

RE

pt. 8.

Rpt. 11b.