

Lloyd's Register of Shipping.

SAT. 4 NOV. 1922

SURVEYS FOR FREEBOARD.

Verification Report

COPY WRITTEN

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR
AWNING DECKS.Port of Survey London
Date of Survey During Construction
Name of Surveyor R. DippieEX NATALIANAShip's Name. "LONDON COMMERCE"No. 5160 N^o 34No. in Register Book 68194Port of Registry
and Nationality. LondonOfficial
Number. 146693Gross
Tonnage. 5176.70Date of Build. 1922

Particulars of Classification.

100 A1 Shutter Deck
(Contemplated).

	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
From ster.	<u>450.4</u>	<u>58.0</u>	<u>28.35</u>	<u>5176.70</u> <u>2185.24</u>
LINE	<u>450.0</u>	Frame Depth <u>11</u> Rule " <u>7</u> <u>4.2 = 8 = 67</u>	Ceiling <u>Full</u> Sheer <u>-1.40</u> <u>Level Tank</u>	Peak Tanks <u>included</u>
RECTED ENSIONS.	<u>450.</u>	<u>57.33</u>	<u>26.90</u>	<u>5146.70</u> <u>2181.94</u>

Moulded Depth as measured 31.0 upper Deck.
" " " 41.0 Shutter Deck.
" " " 25 " " " "Inward of Keel below base line = 25Co-efficient of fineness
Any modification necessary
[Para. 4 (a) to (e)]
Co-efficient as corrected75
C.O.B
.73

Allowance for strength in excess of Lloyd's rules =

38"
(Table A Limit)

State particulars—

Butt. angle frames, spaced 36" apart.
Three laid decks, double bottom throughout.
Strengthened topside, Collision bulkhead.
Extended to Shutter Deck. Longitudinal opening
closed. Pipe supports led from upper Deck
to bulkhead. Two deep tanks, hot fuel tank amidships
fore, after peak tanks. No sheer except
line to counter. Straight frames, no
inward curve. Duct keel in way of forward
holds.Sheer = $\frac{1}{3}$ Camber = 4.6755.0036 150.331.40er at Stem 14 at $\frac{1}{2}$ length from Stem 65Sternpost 9 " " " Sternpost 15

Drop in Sheer abaft amidships

nd of Spar-deck Beam 14,, Main-deck ,, 14

Length x Height. State if open or closed at ends.

castle 45.0 x 8.3 mean closed

ge x in

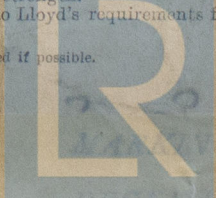
EBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Shutter (Iron) Deck:—

Fresh Water Line above centre of Disc

Indian Summer Line " " " " " " " " " " " "

Winter Line below " " " " " " " " " " " "

Winter North Atlantic Line " " " " " " " " " " " "

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full
scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-
decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.
If the frame thickness the breadth of vessel to inside of ceiling should be reported if possible.Lloyd's Register
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