

STATEMENT OF FREEBOARD.

3559

No. _____
 Description and name of Vessel Steel Screw Steamer No 106
 Number in Register Book _____ Tonnage 1144 tons Description of Vessel Well deck
 Built at Sunderland by J. Blumer & Co. in 1889 Class assigned 108A
 Owner's Name _____ Contemplated

FREEBOARD PROPOSED BY OWNER 1 ft. 4 ins.

Register Tonnage under Upper Deck 1144
 Length as per Tables 250 feet.
 Registered Breadth 35 feet.
 Registered Depth of Hold 14.08 feet.
 Moulded Depth to Upper Deck 19 ft 4 in.

Coefficient of Fineness:—Tonnage Coefficient .76 Actual .76 Explanation of difference, if any, between the actual coefficient and the tonnage coefficient Cellular double bottom sloping upwards from saddle line

FREEBOARD to Upper Deck by Tables, leaving about 26.1 per cent. reserve buoyancy SUBJECT TO THE FOLLOWING DEDUCTIONS. ADDITIONS. 3. 7/4

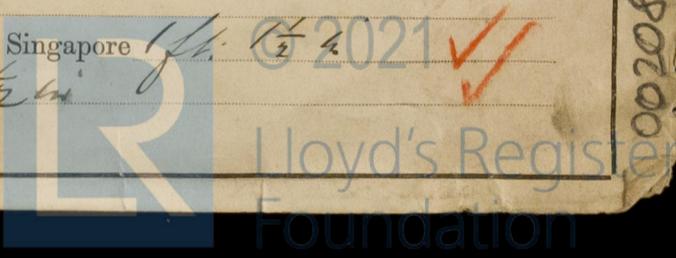
IN RESPECT OF	DEDUCTIONS.	ADDITIONS.
Vessel's mean sheer at side being <u>5.4</u> ins. instead of <u>35</u> ins. as provided for in the Tables	5 1/2	
Excess of sheer between Bridge and Forecastle		
Drop in sheer abaft amidships being _____		
Vessel's length being <u>250</u> ft. instead of <u>232</u> ft. as provided for in the Tables		1
Erections on Deck, namely:— Forecastle <u>31</u> ft.; Poop <u>24 1/4</u> ft.; R.Q.D. <u>64</u> ft.; Bridge House <u>108</u> ft. Combined length of erections <u>227 3/4</u> ft., being <u>9/10</u> of the length of the vessel, and the erections being _____ connected	14 3/4	
Erections on Deck being not so substantial and so well protected as assumed in the Tables		
Height of Raised Quarter Deck being <u>3</u> ft. <u>3</u> ins. ^{allowing for fall in sheer} instead of <u>4</u> ft. 0 ins. or above, as assumed in the Tables		3/4
Height between the main and spar decks being _____ ft. _____ ins. from top of beam to top of beam instead of <u>7</u> ft. 0 ins. as provided for in the Tables		
Round of beam being <u>8 1/2</u> " instead of _____ as provided for in the Tables		
Vessel having an iron Weather Deck not covered with wood, and erections extending over <u>9/10</u> length of vessel	3 1/2	
Vessel being not of the highest grade of classification		
Other special circumstances, namely:— <u>On account of extra strength of long superstructure, the side plating being increased & upper strake treble riveted & the row deck fitted in excess of the Rules.</u>	2 1/4	
	26	13/4
Net deduction or addition	24 1/4	

FREEBOARD recommended amidships from Load Line to top of iron ~~or wood~~ Upper Deck:—
 In Winter 1" 7/2
 In Summer 1" 4 1/2
 During the fine season in the Indian seas between Suez and Singapore... 1" 1/2
 During the Winter months in the North Atlantic 1" 11/2

Height of Fresh Water Line above centre of Disc 4 1/2 "

General Observations
It is submitted the above freeboards merit approval subject to the dimensions & particulars now submitted being verified on the completion of the vessel.
1889
21/11/89
A.H.

Committee's Minute THURS 21 NOV 1889 18
 Freeboard assigned:—In Winter 1 ft 4 1/2 in
 In Summer 1 ft 4 1/2 in
 During the fine season in the Indian seas between Suez and Singapore 1 ft 1 1/2 in
 During the Winter months in North Atlantic 1 ft 11 1/2 in
 Subject to conditions as above



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