

Report of Survey for Freeboard.

3554

No. of Report 15658

Port

Sunderland

Received at London Office,

MON 8 SEPT 1890

Dates of Survey 6th Sept.

1890

SPECIAL SURVEY for the determination of the Freeboard of the *Steel Screw Steamer*

Lynton (Yard No. 106)

of 1134 tons,

No. — in the Register Book,

built at *Sunderland* by *J. Blunell & Co.* in 1890

Glassed *compulsory*

Owner's Name: *John Holman & Sons*

If Surveyed Afloat or in Dry Dock

Keel under special survey.

(State Name of Dock).

1. Registered Tonnage under Deck 1221.68 (To Main Deck in Awning Deck Vessels)
2. Length on the Load Line from fore side of stem to aft side of rudder post 250 ft.
3. Registered Breadth 35.1 ft.
4. Registered Depth of Hold 17.05 ft.
5. Moulded Depth 19 ft. 4 in. (This depth should be taken to the Main Deck in Spar and Awning Deck Vessels)
6. Tonnage Coefficient of Fineness .81

as the Vessel Floors of extra depth, or other special features, affecting the Coefficient of Fineness? *Cellular bottom*

ate if the Vessel's Weather Deck is, or is not, of iron, covered with wood *4-in. iron, not covered.*

an Awning Decked Vessel, state whether the Main Deck, if of iron, is covered with wood

the Sheer of the Vessel measured at the side is forward 6 ft. 9 ins., and aft 2 ft. 9 ins.

ate rise in Sheer at front of Bridge, if Vessel has Long Poop or Long Raised Quarter Deck and Bridge House combined 28 ins.

ate rise in Sheer after end of Forecastle, if Vessel has Long Poop or Long Raised Quarter Deck and Bridge House combined 48 ins.

Vessels other than those having Long Poops or Raised Quarter Decks connected with Bridge Houses, sheer at the side at

length from forward is ft. ins., and aft ft. ins.

ate whether the sheer drops abaft amidships, and, if so, by how much 3" 6 ins.

the Round of Upper or Spar Deck Beam is

the Round of Beam of Main Deck in Awning Deck Vessels is

distance between the top of Statutory Deck Line on Vessel's side and the intersection of the continuation of upper side of Deck

with the Vessel's side *See below.*

the length of the Poop from aft side of rudder post to bulkhead is 24.75 ft., and height 7 ft. 6 ins.

Do. of Raised Quarter Deck do. 64.00 ft., do. 4 ft. 0 ins.

Do. Bridge House is 110.00 ft., do. 7 ft. 0 ins.

Do. Forecastle from fore side of stem at Load Line is 33.25 ft., do. 7 ft. 0 ins.

re the Poop, or Raised Quarter Deck and Bridge House, combined? *yes*

the height between the Main, and Spar, or Awning Deck from top of beam to top of beam is ft. ins.

the Spar or Awning Deck strengthened beyond the requirements of the Rules; and if so, to what extent?

Do all the Frames extend to the top height in the Poop? *yes*

Do. do. do. in the Raised Quarter Deck? *yes*

Do. do. do. Bridge House? *yes*

Do. do. do. Forecastle? *yes*

Do. do. do. Awning Deck? *yes*

Do. do. do. Spar Deck? *yes*

Do what height do the Reverse Frames extend? *To the main + R. Q. decks and stringers next below.*

as the Poop or Raised Quarter Deck an efficient Iron Bulkhead at its fore end? *yes*

ate whether the Bridge House efficiently covers the Engine and Boiler Openings *yes*

as the Bridge House an efficient Iron Bulkhead at the fore end? *yes*

re there any openings or passage ways in this Bulkhead? *no*

escribe how and to what extent the Bulkhead is Stiffened, by Angle Irons, Bulb Plates, or otherwise *Satisfactorily*

stiffened by bulk angles and brackets.

37. Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*

38. Are there any openings or passage ways in this Bulkhead? *no*

39. Are efficient Doors fitted to the Passages of the Bridge House, or is it entered from above? *Entered from above.*

40. Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? *An efficient iron bulkhead*

41. If the Vessel has Long Poop or Long Raised Quarter Deck and Bridge House combined, state where the crew are berthed, and what facilities (if any) exist for enabling them to get to and from their quarters? *Forecastle, gangway fitted.*

42. Are the Hatchways efficiently constructed? *yes* State the height of the Coamings 42" and 33"

43. Are the Hatches solid? *yes* What is their thickness? 3" and 2 1/2"

44. Are the exposed parts of the Engine and Boiler Casings efficiently constructed? *yes*

45. State the number and sizes of the Freeing Ports in the Vessel's Bulwarks, between the erections on Deck *Four in all 30 x 20*

46. Are you of opinion that there are any special features in the construction of this Vessel which should cause a modification in the Freeboard required by the Tables? If so, state their nature, and the extent of the modification you would recommend *See aft 33 x 21*

As will be seen from the Secretary's letter (all) dated 20th Nov. last,

a freeboard of 1' 4 1/2" minimum, and 1' 7 1/2" winter, was assigned to this vessel, subject to the

dimensions and particulars then submitted being verified on her completion. The former

report is erroneous 15288. The tonnage is larger than was estimated, but the height of

the R. Q. D. is increased, and the freeboard originally assigned is, in my opinion, acceptable.

I have respectfully stated that the marks were inspected and the vessel had sailed before it

was noted that the position of the Statutory deck was changed.

The Freeboard suitable for this Vessel is in my opinion

Winter 7 1/2 in.

Summer 4 1/2 in.

The amount of the Fee... is received by me

(Travelling Expenses, if any, £)

W. J. Blunell

Surveyor to Lloyd's Register of British and Foreign Shipping.

ROBERT EDMUND TAYLOR & SON, Steam Printers, 19, Old Street, Goswell Road, E.C.

(See other side.)

007085-002092-0150

State the number and dimensions of Hatchways in weather deck *Four: - No. 1 (forward) 12 x 14*
No. 2 - 20 x 14, No. 3 - 20 x 14, No. 4 - 18 x 14.

Also how supported, by Web Plates, Shifting Beams, and Fore and Afters - By web-frames, strong bulk
shifting beams - and three fore & afters in each hatchway.

Show by sketch, if desirable.

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50. Summer, 1845

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