

19278

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Port of Survey _____
Date of Survey July 1907
Name of Surveyor _____

Complete Shelter deck with tonnage opening forward
Delete words which do not apply.

Ship's Name. <u>Viking</u>	Gross Tonnage. <u>1951</u>	Official Number. <u>118604</u>	Type of Ship. <u>Shelter Dk</u>	Date of Build. <u>1905</u>	Particulars of Classification. <u>A.1. Shelter deck with freeboard Irish Channel Service</u>
Number in Register Book <u>333</u>					

Registered Length as shown by ship's register. { 350.4 Breadth 42.0 Depth 16.1
 Length on Loadline 350
 Breadth 42

Moulded Depth as measured..... 17.3
 $2\frac{1}{2}$ Sheathing - 1
 Moulded depth to use 17.2

NOTE.— If the depth is measured when vessel is afloat, the details of measurement should be reported.

Depth..... 16.1
 Correction for excess or deficiency of Gradua Sheer (Para. 3)
 Tons and Dk. 1417.74
 $\times 100$
 Depth to be used.....

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>350</u>
Length in Table	<u>206</u>
Difference	<u>144</u>
Correction for 10ft., Table A.	<u>1.1</u> ✓ Table C. <u>.5</u>
× Difference divided by 10	<u>+ 15.3</u> (if required.) <u>+ 7.2</u>
If $\frac{1}{10}$ ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12	

Co-efficient of fineness 60
 Any modification necessary [Para. 4 (a) to (e)*] }
 Co-efficient as corrected Lowest in Tables 68

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	
Thickness of usual wood deck, less stringer.....	<u>Wood Sheathing</u>

Sheer { Stem... } $\div 2 =$...Mean
 at { Sternpost... }
 Sheer at $\frac{1}{2}$ of the length from { Stem } $\div 2 =$...Mean
 { Sternpost }
 Gradual Sheer
 Standard Sheer (Table, Para. 18)..... Correction
 Difference..... $\div 4 =$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	
Round of Beam.....	<u>10</u>
Normal round	<u>10.5</u>
Difference	$\div 2 =$
Proportion of Deck uncovered (Para. 19)	

NOTE.— The round of beam should be reported on the full breadth of vessel at the gunwale.

Rise in Sheer from amidships { At front of bridge house.....
 [Para. 18 (e)] { At after end of forecastle

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>0</u> .. <u>8.3/4</u>
Correction for Length, if required (Para. 12 and 13)	<u>+ 7.2/4</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13) }	<u>4</u> .. <u>2.2/4</u>
Difference	<u>2</u> .. <u>10.1/4</u>
Percentage as below.....	

Freeboard, Table A	<u>2' 10.2"</u>
Correction for Sheer	✓
Correction for Length	<u>+ 1" 3.3/4</u>
Allowance for Deck Erections	✓
Correction for Round of Beam.....	✓
Correction for Iron Deck (if required)	✓

Correction for engine and boiler openings not being covered by bridge house, in cases coming under Para. 11 }	
Allowance for Deck Erections	
Forecastle.....	Length. Length allowed. Height.
Bridge House	
† Raised Qr. Dk.....	
Poop.....	
Total	

complete shelter deck with tonnage opening forward

Additions for non-compliance with provisions of Para. 11 (d) and (e) †

Other corrections (if any) <u>Scantling</u>	<u>+ 1.5</u>
approved for light-draft of 12ft 3	
Winter Freeboard	<u>5' 7.4"</u>
Summer Freeboard	
N. A. Winter Freeboard	
Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood on deck with side.	<u>3/4</u>
Winter Freeboard from deck line §	<u>5' 9"</u>
Summer " " " "	
N. A. Winter, " " " "	

Length of Ship
 Corresponding percentage (Para. 11, 12, or 13.) }

5' 9" For all seasons.

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	" " "

Approved by Classing Committee 16.6.05

† 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.

§ State dimensions of freeing port area on back of this form.
 § Marked in accordance with Sec. 437, M. S. Act, 1894.

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DELETE WORDS WHICH DO NOT APPLY.

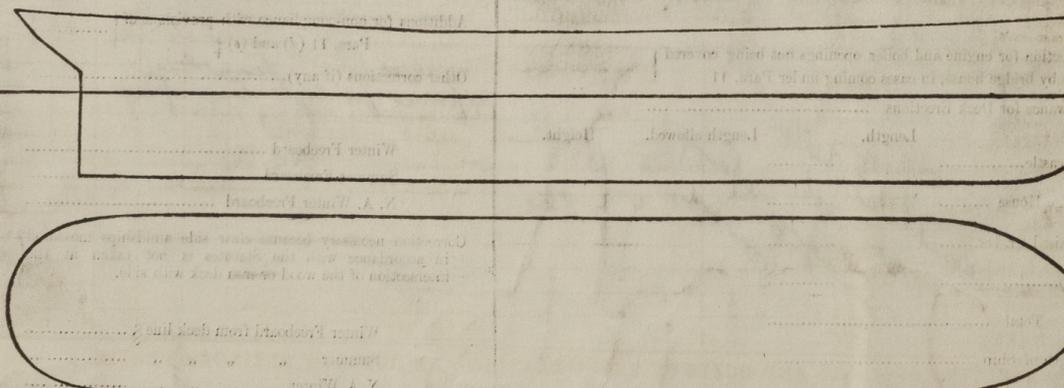
The Crew are, are not, berthed in the bridge house.
The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Table with columns: Length of Bulwarks in well, Area of freeing ports required by Para. 11 (e) each side of vessel, Freeing Ports (each side of vessel), Ft. Tenths, No., Sq. Ft.

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.
(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop?
Do. do. do. in the Raised Quarter Deck?
Do. do. do. Bridge House?
Do. do. do. Forecastle?

To what height do the Reverse Frames extend? all to upper deck.
Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?
Give particulars of the means for closing the openings in Bulkhead
Is the Poop or raised Quarter Deck connected with the Bridge House?
State whether the Bridge House efficiently covers the Engine and Boiler Openings
Has the Bridge House an efficient Iron Bulkhead at the fore end?
Give particulars of the means for closing the openings in Bulkhead
Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc.
Has the Bridge House an efficient Iron Bulkhead at the after end?
How are the openings closed?
Is the forecastle at least as high as the main or top-gallant rail?
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end?
Are the Hatchways efficiently constructed? Yes What is the thickness of the Hatches?
State the height of the Coamings in fore well? In after well
Are the exposed parts of the Engine and Boiler Casings efficiently constructed?
State any special features in the construction of the Vessel Turbine Steamer. Constructed with complete shelter deck. For Irish Channel Service with limited draft of 12 feet.



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners
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Lloyd's Register of British and Foreign Shipping.

OF COMPARISON OF SCANTLINGS OF UNCLASSED IRON AND STEEL SHIPS WITH THE RULES OF LLOYD'S REGISTER.

IRON OR STEEL Turbine Steamer Port of Newcastle-on-Tyne
Survey held at Newcastle-on-Tyne Date, 18

On the VIKING Rig
ONE, OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Table with columns: Half Breadth (moulded), Depth from upper part of Keel to top of Upper Dk. Beams, Girth of Half Midship Frame (as per Rule), 1st Number, 2nd Number, Propriety—Breadths to Length, Dep. to Length—Upper Deck to Keel, Main Deck ditto.

Built at Newcastle-on-Tyne
When built 1905 Off. No. 118604
By whom built Sir W.G. Armstrong Whitworth & Co
Owners Isle of Man Steam Packet Co Ltd
Port belonging to Douglas

COMPARISON OF THE SCANTLINGS.—To be made with the Rules of Lloyd's Register.

Large table with columns: FRAMING, KEELSONS & STRINGERS, PLATING, and various measurements in inches and 20ths. Includes rows for Centre Line Keelson, Side Keelson, Bilge Keelson, and various stringers and plates.

RIVETING OF EDGES AND BUTTS OF SHELL PLATING AND BUTTS OF STRINGER PLATES.
GENERAL REMARKS (state quality of Workmanship and present condition of Vessel).

vessel built to class A1 Shelter Deck with freeboard Irish Channel Service

Surveyor's Signature
Lloyd's Register