

# of British & Foreign Shipping.

## MEASUREMENTS FOR FREEBOARD.—STEAM SHIPS.

002151-002156-0162

21303

RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH  
FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR  
CALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS  
CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Belfast*  
Date of Survey *26 October 1910*  
Name of Surveyor

Ship's Name. *Messrs Harland & Wolff*  
No 424  
Number in Register Book

Port of Registry and Nationality. Official Number. Gross Tonnage. Date of Build. Particulars of Classification. *100A1 with freeboard contemplated*

REGISTERED DIMENSIONS FROM PLANS IN REGISTER.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	325'	41.7'	16.25' to floor	1430
Length on LOADLINE	324.7	Frame Depth 5' Rule " 5'	Ceiling fitted Sheer +.28'	Peak Tanks Tank in Engine Space say + 26'
CORRECTED DIMENSIONS.	324.7	41.7'	16.53'	1456'

Moulded Depth as measured *Given 19'-11"*  
NOTE.—If the depth is measured when vessel is afloat, the datum of measurement should be reported

Co-efficient of fineness *.65*  
Any modification necessary [Para. 4 (a) to (e) \*]  
Co-efficient as corrected *.68 Lowest in Tables*

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	324.7
Length in Table .....	215.0
Difference .....	109.7
Correction for 10ft., Table A. ....	1.1
× Difference divided by 10 .....	12.067 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	+ 6

Sheer { Stem... *5'-10"* } *9'-0" ÷ 2 = 54* ... Mean  
at { Sternpost... *3'-2"* }  
Sheer at  $\frac{1}{2}$  of the length from { Stem *3'-5"* } *4'-10" ÷ 2 = 29* ... Mean  
{ Sternpost *1'-5"* }  
Gradual mean Sheer ..... *52.72*  
Standard mean Sheer (Table, Para. 18) ..... *42.47* Correction  
Difference..... *10.25 ÷ 4 = - 2½*  
§ If limited as Para. 18 (f)..... *2.56*

CORRECTION FOR IRON DECK.  
Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... *3½*  
Thickness of usual wood deck, less stringer.....  
*Steel deck not sheathed amidships*

Rise in Sheer { At front of bridge house..... }  
from amidships { Para. 18 (e) } { At after end of forecastle ..... }  
Fall in sheer { } ÷ 2 =  
Para. 18 (d) { }  
Length uncovered ..... Correction

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	41.7
Round of Beam.....	4"
Normal round .....	10.42
Difference .....	6.42 ÷ 2 = ..... <i>3.21</i>
Proportion of Deck uncovered (Para. 19) .....	+ $\frac{1}{4}$

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	9.83 -	0 .. <i>9¾</i>
th. if required (Para. 12, 13, and 14) .....		
for sheer, and for length, 2, 13, and 14) <i>2-10.19</i>		<i>2 .. 10¼</i>
<i>2-0.36</i>		<i>2 .. 0½</i>
<i>14.97</i>		<i>61.46%</i>
		<i>15"</i>

Freeboard, Table A .....	3 - 0.75	3 .. <i>0¾</i>
Correction for Sheer .....	- 2.86	- <i>2½</i>
Correction for Length .....	+ 6.03	+ <i>6</i>
Allowance for Deck Erections .....	1 - 2.97	1 .. <i>3</i>
Correction for Round of Beam.....	+ .32	+ $\frac{1}{4}$
Correction for fall in Sheer (if any) .....		
Correction for Iron Deck (if required) .....		- <i>3½</i>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †		1 .. <i>10</i>
Other Corrections (if any).....		

ection for R. (and boiler openings not covered by br... a. 11)  
ance for Deck Erection

Length.	Length allowed.	Height.
castle..... <i>75'-6"</i>	<i>60.5</i>	<i>10'-9"</i>
ge House <i>162'-0</i>	<i>153.5</i>	<i>7'-3½"-6"</i>
ised Qr. Dk..... <i>52.6</i>	<i>50.5</i>	<i>7'-3"</i>
Total <i>290'-0 = .89'</i>	<i>264.5</i>	<i>.8146</i>
th of Ship <i>324.7</i>	<i>324.7</i>	
responding percentage { <i>61.46%</i> }		
ara. 11, 12, 13, or 14)		

Winter Freeboard .....	1 .. <i>10</i>
Summer Freeboard .....	1 .. <i>7½</i>
Indian Summer Freeboard .....	
N. A. Winter Freeboard .....	
Correction necessary because clearside amidships, measured in accordance with the Statute, is not taken at the intersection of the wood on iron deck with side.	$\frac{1}{2}$
Winter Freeboard from deck line .....	1 .. <i>10½</i>
Summer " " " " .....	1 .. <i>8</i>
Indian Summer " " " " .....	
N. A. Winter, " " " " .....	
Correction necessary because clearside amidships, measured in accordance with the Statute, is not taken at the intersection of the wood on iron deck with side.	$\frac{1}{2}$

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 " " *Amended Tables.*  
Winter Line below " *March, 1906.*  
Winter North Atlantic Line " " "

State dimensions of freeing port area on back of this form.  
The Surveyor should state whether the sheer as reported is measured relatively to the height of keel or to the water line, as measured relatively to water line the vessel's aft of time of survey, and also the usual load, least forward and aft should be reported.

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

Raised Quarter Deck?

To what height do the Reverse Frames extend?

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?

Has the Bridge House

Give particulars of the means for closing the openings in Bulkhead

What is the thickness of the Bridge Front plating?

and Coaming plate?

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted at each end of the Stiffeners?

Are hor'l. brackets fitted connecting

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 Bulk'd. at after end?

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse?

If the openings are not so protected are the exposed parts of the Casings efficiently constructed?

Give thickness of plating; scantlings and spacing of Stiffeners.

What is the height of the exposed Casings?

Are suitable means provided for closing all openings in them in bad weather?

Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:—

Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
Item.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
COAMING.	Height above top of DECK																
	Thickness { Sides.....																
	{ Ends.....																
SHIFTING BEAMS OR WEB PLATES.	Number .....																
	Section and Scantlings.....																
	Material.....																
FORE AND AFTERS.	Number.....																
	Section and Scantlings.....																
	Material.....																
HATCHES Thickness .....																	
Remarks.....																	

\* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake?

Strake between Main and Bridge Sheerstrakes?

Delete the words { The Crew are, are not, berthed in the bridge house.

that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel =

Sq. ft.

Ft. Tenths. Ft. Tenths. No.

x x

Freeing Ports

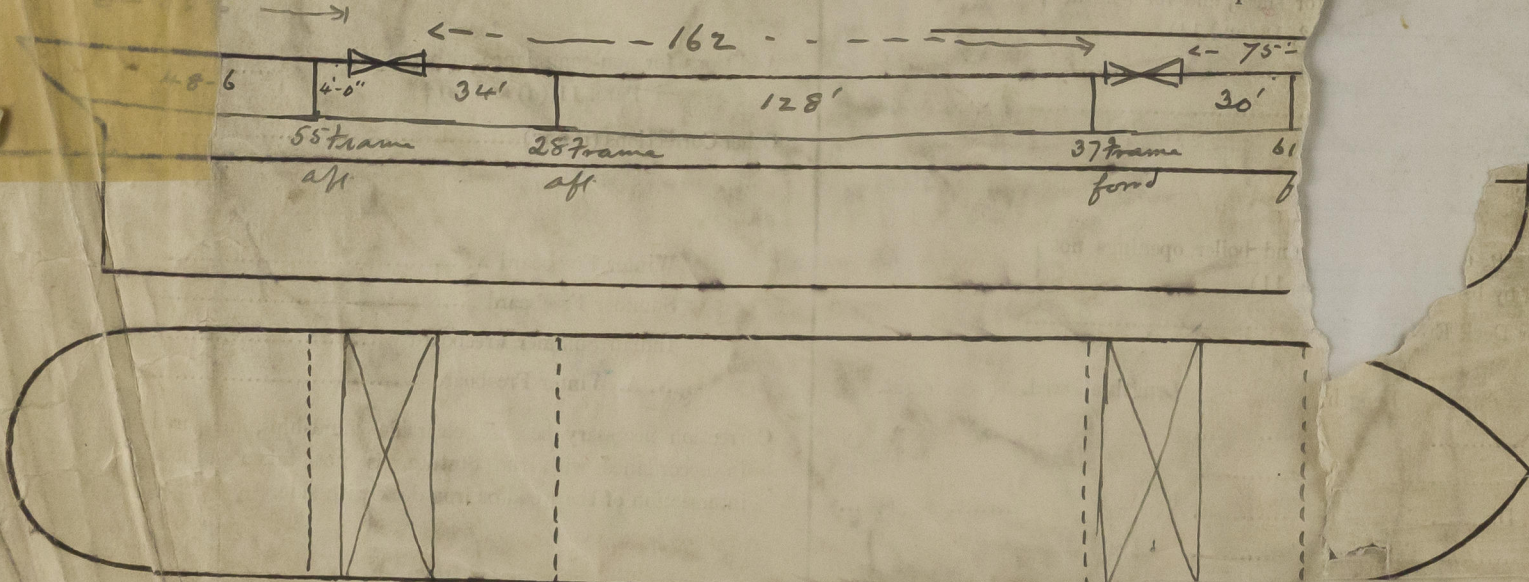
(each side of vessel)

Sq. ft.

x x

Total deficiency or excess =

Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height

State any special features in the construction of the Vessel

Owners

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