

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS

Index No. **33394**
(For London Office only.)

REPORT No 19085

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

Port of Survey Greenock
Date of Survey while building
Name of Surveyor Kenneth Inglis

Ship's Name. **THELYSCOUNT**
Port of Registry and Nationality. **LIVERPOOL BRITISH.**
Official Number. **16118**
Gross Tonnage. **APPROX 8900**
Date of Build. **Now BUILDING.**
Particulars of Classification. **+100.A1. (CONTEMPLATED) CARRYING MOLASSES IN BULK.**

Registered Dimensions from Ship's Register.
LENGTH. **475**
BREADTH. **63.3**
DEPTH. **35.05**
UNDER DECK TONNAGE. **8309.69**

Length on LOADLINE. **473.8**
AVERAGE Frame Depth **8 1/2**
Rule **8**
Ceiling **+20**
Peak **1.123**
No SPARRING **33**
Tanks BETWEEN FLOORS **13**
Top of D.B. Aft **140**
+ Top of Longitudinal **153**

CORRECTED DIMENSIONS. **473.8**
BREADTH. **63.355**
DEPTH. **36.378**
UNDER DECK TONNAGE. **8462.69**

Co-efficient of fineness. **A = .7839**
Any modification necessary [Para. 4 (a) to (e)]* **+10 LONGITUDINAL FRAMING**
Co-efficient as corrected **A = .7839**

Sheer at Stem **125**
at Sternpost **68**
Mean **96.5**
Sheer at 1/2 of the length from Stem **70 3/4**
Sternpost **37 1/4**
Mean **54**
Gradual mean Sheer **97.354**
Standard mean Sheer [Table, Para. 18] **57.438**
Difference **39.956**
Correction **9.99**
§ If limited as Para. 18 (f) **-10**

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C. **6'-5"**
Correction for Length, if required (Para. 12, 13, and 14) **+ 4 1/4"**
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) **9'-7 1/4"**
Difference **2'-9 3/4"**
Percentage as below **26.33%**
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) **-9"**
Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	47.83	45.43	8'-0"
Bridge House.....	34.38	34.38	8'-0"
† Raised Q. Dk.....	118.9		
Poop.....		118.9	8'-0"
Total	201.11	424	
Length of Ship	473.8	473.8	
Corresponding percentage (Para. 11, 12, 13, or 14)			26.33%

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—
Fresh Water Line above centre of Disc **6 1/2"**
Indian Summer Line " " " **6 1/2"**
Winter Line below " " " **6 1/2"**
Winter North Atlantic Line " " " **6 1/2"**

* U.D. Linnage **48'-4"**
Moulded Depth as measured **35'-0"**
Addition for Keel below base line for draught record **2 3/4"** inches.

CORRECTION FOR LENGTH.
Length of Ship on Loadline **473.8**
Length in Table **420**
Difference **53.8**
Correction for 10ft., Table A. **1.7**
× Difference divided by 10 **9.14**
If 1/10ths length covered divide by 2 **+9 1/4**

CORRECTION FOR IRON DECK.
Proportion covered, if less than 1/7ths length covered **42.4**
Thickness of usual wood deck, less stringer **3 1/2 1/4**
-1.538 = -1 1/2"

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships **63**
Round of Beam **15 3/4**
Normal round **15 3/4**
Difference **0**
Proportion of Deck uncovered (Para. 19) **NIL**

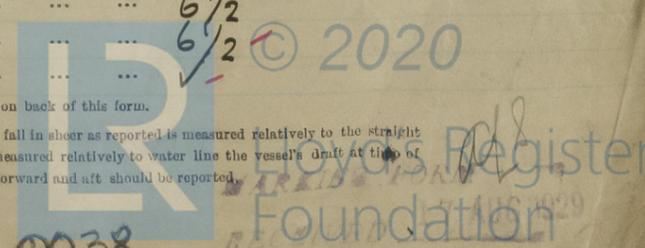
Freeboard, Table A **9'-8"**
Correction for Sheer **-10"**
Correction for Length **+9 1/4"**
Allowance for Deck Erections **-9"**
Correction for Round of Beam **0**
Correction for fall in Sheer (if any) **0**
Correction for Steel Deck (if required) **1 1/2"**
Additions for non-compliance with provisions of Para. 11 (d) and (e) **0**
Other Corrections (if any) **0**

Winter Freeboard **6 1/2** **8'-8 1/2 3/4"**
Summer Freeboard **8'-2 1/4"**
Indian Summer Freeboard **7'-7 1/2 3/4"**
N. A. Winter Freeboard **0**
Correction necessary because clearsides amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side **1 3/4"**
Winter Freeboard from deck line **8'-10 1/4 1/2"**
Summer " " " **8'-3 3/4 4"**
Indian Summer " " " **7'-9 1/4 1/2"**
N. A. Winter " " " **0**

Winter Freeboard from deck line **8'-4"**
Summer " " " **6 1/2"**
Indian Summer " " " **6 1/2"**
N. A. Winter " " " **6 1/2"**

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

UNDER DECK TONNAGE ASSUMING 40 FLOORS, 2 1/2" CEILING & 2" SPARRING = 7700 TONS



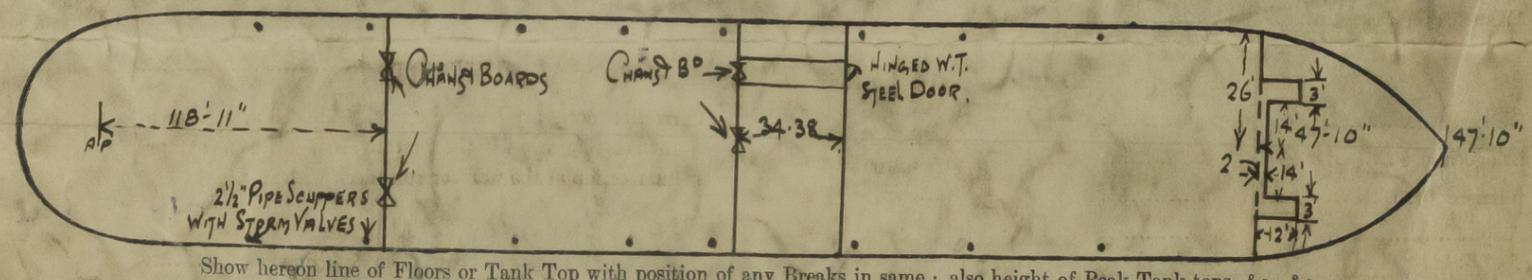
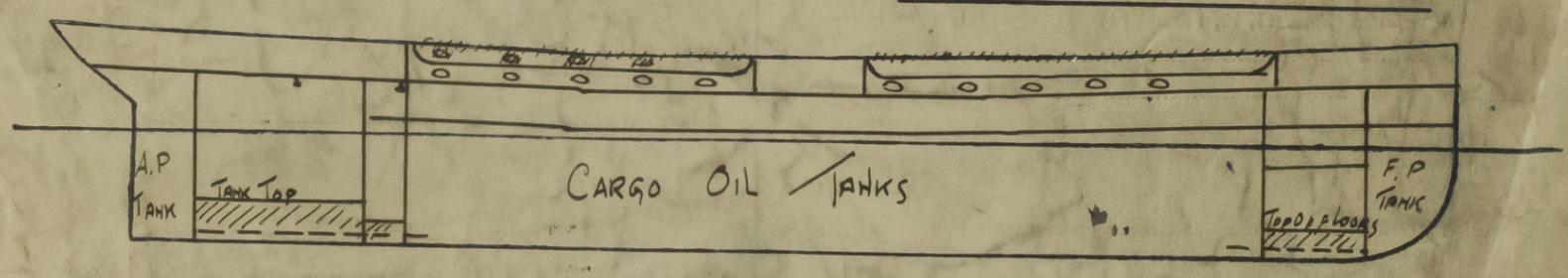
Do all the Frames extend to the top height in the Poop? **YES** - Raised Quarter Deck? Bridge House? **YES** - Forecastle? **YES**
 To what height do the Reverse Frames extend? **LONGITUDINAL FRAMING**
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? **YES, PLATING .44, COAMING .48, STIFFS 11x3 1/2 x 46 BA SPACED 39" B**
 Give particulars of the means for closing the openings in Bulkhead **CHANNELS & BOARDS FULL HEIGHT, CHANNELS RIVETED TO BULKHEAD**
 Is the Poop or Raised Quarter Deck connected with the Bridge House? **NO** - Has the Bridge House an efficient Bulkhead at the fore end? **YES**
 Give particulars of the means for closing the openings in Bulkhead **STEEL HINGED W.T. DOOR**
 What is the thickness of the Bridge Front plating? **.43** - and Coaming plate? **.47**
 Give scantlings and spacing of the Stiffeners **10 1/2 x 3 1/2 x 46 BA LUG SPACED 36" APART**
 Are bracket plates fitted at each end of the Stiffeners? **LOGS AT BOTTOM, BRKTS AT TOP** - Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwark? **YES**
 Has the Bridge House an efficient Iron Bulkhead at the after end? **YES**
 How are the openings closed? **CHANNELS & BOARDS FULL HEIGHT, CHANNELS RIVETED TO BULKHEAD**
 Is the Forecastle at least as high as the main or top-gullant rail? **YES** - Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? **YES**
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? **COVERED BY POOP**
 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: **YES**

Position and Size.		No. 1 - 15' 6" x 8' 0"									
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	30"									
	Thickness	Sides	.44								
		Ends	.44								
SHIFTING BEAMS OR WEB PLATES	Number	1									
	Section and Scantlings	12 x 30									
	Material	3/2 x 3 x .42	DOUBLE ANGLES TOP & BOTTOM								
* FORE AND AFTERS	Number										
	Section and Scantlings										
	Material										
HATCHES	Thickness										
Remarks		16 MAIN TANK HATCHES 7' x 7' 4 3/4" 15' x 4' x 4" CHANNEL COAMING STIFFENED COVER .50 WITH 3' 6" SQUARE HATCH WITH 6' x 3' x .40 BAC COAMING & .50 COVER. 4 MAIN TANK HATCHES 5' x 7' 4 3/4" OTHER SCANTLING'S SIMILAR TO ABOVE 10 SUMMER TANK HATCHES 6' x 3' COAMING'S 18' x 40' COVERS .50									

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.
 (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 **F 139' 3 1/2**
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = **F 27.5** Sq. ft.
 = **A 26.5** Sq. ft.
 Ft. Tenths. Ft. Tenths. No. } Freeing Ports = **27.5** Sq. ft. } *For class only*
 (each side of vessel) = **27.5** *and* **27.5** *aft*
 Total deficiency or excess = Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel **CONSTRUCTED TO CARRY MOLASSES OR OIL IN BULK (MIDSHIP SECT & PROFILE ENCLOSED)**
 Builder's name and yard number **ROBERT DUNCAN & Co No 391**
 Names of sister vessels **J.S.M.V. ATHELDUNCHESS W^m HAMILTON & Co (1928) LTD No 906**
 Owners **UNITED MOLASSES Co LTD**
 Address **LONDON.**

Fee £ 12 : 16 : 8 Received by me *See F.E. Report*
 To BE RENDERED WITH FIRST ENTRY.

