

EXT. LLOYD'S REGISTER OF SHIPPING.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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

Port of Survey *Spawick*
Date of Survey *2-6-1-25*
Name of Surveyor *A.E. Farmer*

Ship's Name. *E ROSE & NEVILLE*
Port of Registry and Nationality. *Garmouth*
Official Number. *113757*
Gross Tonnage. *265*
Date of Build. *1903-8*
Particulars of Classification. *H 100 A-1*
Number in Register Book *78308*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>129.8</i>	<i>22.45</i>	<i>9.0</i>	<i>172</i>
Length on LOADLINE.	<i>129</i>	Frame Depth <i>4</i> Rule <i>3</i> <i>22.17</i>	Ceiling <i>20</i> <i>fitted</i> Sheer <i>4.37</i>	Peak <i>1.2</i> Tanks
CORRECTED DIMENSIONS.	<i>129.0</i>	<i>22.28</i>	<i>9.57</i> <i>8.63</i>	<i>173.2</i>

Moulded Depth as measured..... *9'6"*

Addition for Keel below base line for draught record.....inches.

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<i>129.0</i>
Length in Table	<i>114.0</i>
Difference	<i>15.0</i>
Correction for 10ft., Table A.	<i>.8</i> Table C. <i>.4</i>
× Difference divided by 10	<i>1.20</i> (if required.) <i>.60</i>
If $\frac{1}{10}$ ths length covered divide by 2	<i>+ 1.44</i> <i>+ 1/2</i>
<i>+ 1/2" para 11 Table A</i>	<i>para 14 Table A</i>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<i>.606</i>
Thickness of usual wood deck, less stringer	<i>3-.35. 2.65 = 1.61 - 1/2"</i>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<i>22.0</i>
Round of Beam	<i>8 1/2"</i>
Normal round.....	<i>5 1/2"</i>
Difference	<i>3.0 ÷ 2 = 1.5</i>
Proportion of Deck uncovered (Para. 19)	<i>.388 = .582 - 1/2"</i>

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

Co-efficient of fineness..... *.699 .64* *.630*
Any modification necessary [Para. 4 (a) to (e)]*
Co-efficient as corrected *.70* *.68* *Lowest in Table* *36.86*

Sheer { Stem..... *48 46"*
at { Sternpost *24 21* } *72 ÷ 2 = 36* ...Mean *36* *13.46* *.37*

Sheer at $\frac{1}{2}$ of the length from { Stem *29 26.5*
Sternpost *15 13.5* } *40 ÷ 2 = 20* ...Mean *20* *36.36*

Gradual mean Sheer *36.18* *20.00* *36.36*

Standard mean Sheer [Table, Para. 18] *22.90* *18.74* *20.00*

Difference..... *13.28* *2.26* *6.36*

§ If limited as Para. 18 (f) *- 3 1/4" Para 11* *- 1 1/2" " 14*

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

Fall in Sheer { ✓ *÷ 2 =* ✓
Para. 18 (d) }

Length uncovered ✓ Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<i>0 - 1 1/2</i>	<i>Para 11</i>	<i>Para 14</i>
Correction for Length, if required (Para. 12, 13, and 14)	<i>0 - 1 1/2</i>	<i>0 - 1 1/2</i>	<i>+ 1/2</i>
Freeboard by Table A. corrected for sheer and for length, if required (Para. 12, 13, and 14)	<i>0 - 11 3/4</i>	<i>0 - 11 3/4</i>	<i>1 - 4 1/4</i>
Difference	<i>0 - 10 1/4</i>	<i>1 - 2 1/4</i>	<i>40%</i> <i>32%</i>
Percentage as below.....	<i>40%</i> <i>32%</i>	<i>40%</i> <i>32%</i>	<i>40%</i> <i>32%</i>
Para 11 <i>- 3/4</i> <i>+ 1/2</i> <i>- 4</i> <i>+ 1 1/4 = 5 1/2</i> <i>6 1/4</i> <i>- 4 1/2</i>	<i>- 3/4</i> <i>+ 1/2</i> <i>- 4</i> <i>+ 1 1/4 = 5 1/2</i> <i>6 1/4</i> <i>- 4 1/2</i>	<i>- 3/4</i> <i>+ 1/2</i> <i>- 4</i> <i>+ 1 1/4 = 5 1/2</i> <i>6 1/4</i> <i>- 4 1/2</i>	<i>- 3/4</i> <i>+ 1/2</i> <i>- 4</i> <i>+ 1 1/4 = 5 1/2</i> <i>6 1/4</i> <i>- 4 1/2</i>
For Erections .558 = <i>- 5 1/4"</i>	<i>- 5 1/4"</i>	<i>- 5 1/4"</i>	<i>- 5 1/4"</i>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<i>✓ (under 10ft N.D.)</i>	<i>✓ (under 10ft N.D.)</i>	<i>✓ (under 10ft N.D.)</i>
Allowance for Deck Erections	<i>✓</i>	<i>✓</i>	<i>✓</i>

	Length.	Length allowed.	Height.
Forecastle..... <i>as original</i> <i>18' 19.0</i>	<i>18' 19.0</i>	<i>17.56</i>	<i>6'6"</i>
Bridge House	<i>19'</i>	<i>19.00</i>	<i>7'6"</i>
† Raised Qr. Dk. <i>48 41.0 x 2.75</i>	<i>48 41.0 x 2.75</i>	<i>35.35</i>	<i>2'9"</i>
Poop.....	<i>✓</i>	<i>✓</i>	<i>✓</i>
Total	<i>29.0</i> <i>61.2</i>	<i>71.91</i>	<i>.558</i>
Length of Ship	<i>129.0</i>	<i>129.00</i>	
Corresponding percentage { (Para. 11, 12, 13, or 14) }			

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Steel) Deck:—

8 - JAN 1925

Fresh Water Line above centre of Disc
Indian Summer Line
Winter Line below
Winter North Atlantic Line

† 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.

MARKING

24 OCT 1925

MARKING

RECEIVED

14 JAN 1925

002320-002329-0145

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

To what height do the Reverse Frames extend? *Across floor only.*

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 *None.*

Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead *None.*

What is the thickness of the Bridge Front plating? $\frac{1}{2}$ " and Coaming plate? *None.*

Give scantlings and spacing of the Stiffeners $4\frac{3}{4} \times 2\frac{1}{2} \times \frac{5}{16}$ Angles. Average spacing 31"

Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒

Has the Bridge House an efficient Iron Bulkhead at the after end? ☒

How are the openings closed? *None.*

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? *Part iron part*

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Raised quarter dk. & steel casings.*

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 *No plating. $\frac{1}{2}$ " coamings.*

What is the height of the exposed Casings? *7'-0"* 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.		MAIN HATCH. 29'-0" x 14'-0"		FORE HATCH. 4'-0" x 3'-5"							
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	42"		30"							
	Sides	44"		40"							
	Ends	40"		40"							
SHIFTING BEAMS OR WEB PLATES.	Number	2		Nil.							
	Section and Scantlings	<i>Plating 16" deep 2" thick top & bottom 1" 3x3x20</i>									
	Material	<i>3x3x20</i>									
* FORE AND AFTERS.	Number	3		Nil.							
	Section and Scantlings	<i>Bottom 10"x8 3/4" Sides 5 1/2"x5" Patch pine</i>									
	Material	<i>See marking form.</i>									
HATCHES Thickness		3.		3.							
Remarks											

* 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.

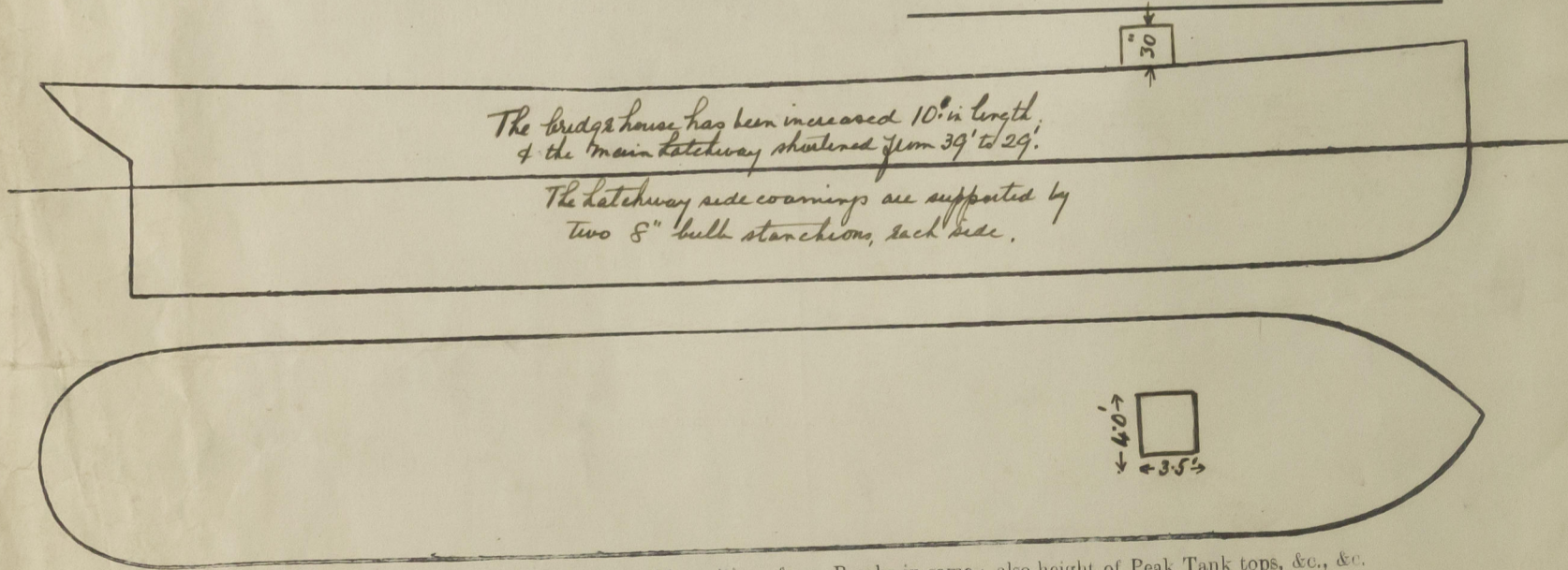
Length of Bulwarks in well *50 1/2 feet.*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *11.5* Sq. ft.

Ft. Tenths. Ft. Tenths. No. EACH SIDE } Freeing Ports = *9.0* Sq. ft.
1.8 x 2.5 x 2 (each side of vessel)

There are 3 scuppers each side 4 1/2 x 4.

Total deficiency or excess = *2.5* 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

Builder's name and yard number

Names of sister vessels

Owners

Address

Fee £ *2 : 0 : 0*

Received by me *2/2/15 J.W.W.*



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