

Rpt. 11b.

002362-002373-0017

NEWCASTLE-ON-TYNE, Report No. 78922.

Index No. 26 FEB 1925
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.-STEAM SHIPS.

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

Port of Survey Newcastle-on-Tyne.
Date of Survey Whilst building,
Name of Surveyor S. J. Robson.

Ship's Name ABEILLE N° 21.
P. RENOLDSONS. N° 325.
Number in Register Book
Port of Registry and Nationality. Havre.
French.
Official Number.
Gross Tonnage. 250
approx.
Date of Build. 1925.
Particulars of Classification. +100 A.I. for towing purposes
Contemplated.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>110.5</u>	<u>25.65</u>	<u>12.5</u>	<u>219.70</u>
Length on LOADLINE.	<u>110.5</u>	Frame Depth <u>52</u> Ceiling <u>+20</u> Peak Rule <u>3</u> Sheer <u>+10</u> Tanks <u>22.41</u> <u>in E.S.</u> <u>up cargo</u> <u>bottom +33</u> <u>+4 Tons</u>		
CORRECTED DIMENSIONS.	<u>110.5</u>	<u>25.57</u>	<u>13.3</u>	<u>223.70</u>

Co-efficient of fineness..... .595
Any modification necessary {
[Para. 4 (a) to (e)]*
Co-efficient as corrected68 lowest in table.

Sheer { Stem..... 33 } 79 ÷ 2 = 39.5 Mean 39.5 + 42.72
at { Sternpost ... 46 } 2 = 41.11
Sheer at $\frac{1}{8}$ of the length from { Stem 17\frac{1}{2} } 47 ÷ 2 = 23.5 Mean
Sternpost 29\frac{1}{2} } 55 = 42.72
Gradual mean Sheer 41.11 36 21.72
Standard mean Sheer [Table, Para. 18] 21.05 21.05
Difference..... 20.496 ÷ 4 = 5.121 6
§ If limited as Para. 18 (f) 10.58 2 = 21 2.63
4 -2\frac{3}{4}

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

Fall in Sheer {
Para. 18 (d) } ÷ 2 =
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....
Correction for Length, if required (Para. 12, 13, and 14)
Freeboard by Table A, corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) }
Difference
Percentage as below.....

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections ✓

	Length.	Length allowed.	Height.
Forecastle.....			
Bridge House			
† Raised Qr. Dk.....			
Poop.....			
Total			
Length of Ship			
Corresponding percentage { (Para. 11, 12, 13, or 14) }			

FREEBOARD recommended amidships from centre of Disc to top of Statutory D
Fresh Water Line above centre of Disc
Indian Summer Line " " "
Winter Line below " "
Winter North Atlantic Line " " "

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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.
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

Displacement = 538 Tons.
Ton. per Inch = 5.42

Moulded Depth as measured..... 13.6
3" wood deck fitted.
Addition for Keel below base line for draught record..... 7 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..... 110.5
Length in Table 162.0
Difference 52.5
Correction for 10ft., Table A.9 Table C.
× Difference divided by 10 4.72 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 -2\frac{3}{4}

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 25.6
Round of Beam 6\frac{1}{2}
Normal round..... 6\frac{1}{4}
Difference \frac{1}{4} ÷ 2 = \frac{1}{8}
Proportion of Deck uncovered (Para. 19)

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

Freeboard, Table A 2.0
Correction for Sheer -2\frac{3}{4}
1.9\frac{1}{4}
Correction for Length -4\frac{3}{4}
1.4\frac{3}{4}
Allowance for Deck Erections
Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
Correction for Iron Deck (if required)
Additions for non-compliance with provisions of {
Para. 11 (d) and (e) †
Other Corrections (if any) Trim by stem 5.0 +2
1.6\frac{3}{4}
1.6\frac{3}{4}
1.5\frac{1}{4}
Winter Freeboard
Summer Freeboard
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 or iron deck with side.

✓ Nil (French)

	Feet.	
Freeboard in fresh water Summer ...	<u>349</u> m/m	<u>1" 1\frac{3}{4}</u>
" " Indian sea in Summer ...	✓ m/m	✓
" " Summer (centre of the disc) ...	<u>432</u> m/m	<u>1.5</u>
" " Winter ...	<u>470</u> m/m	<u>1" 6\frac{1}{2}</u>
" " Winter, North Atlantic ...	✓ m/m	✓

Measured from top of statutory deck line marked at the intersection of the upper, main, spar at side.

MARKING FORM

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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? *Bull Angle Framing.*

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 an efficient Bulkhead at the fore end? ☒

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 Bridge Bulk'd. with Bulwarks? ☒

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? *yes.*

Give thickness of plating; scantlings and spacing of Stiffeners *24" Stiffeners 3 x 2 1/2 x 24 spaced 30".*

What is the height of the exposed Casings? *7'0" x 3'0"* Are suitable means provided for closing all openings in them in bad weather? *yes.*

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.....																	

* 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.

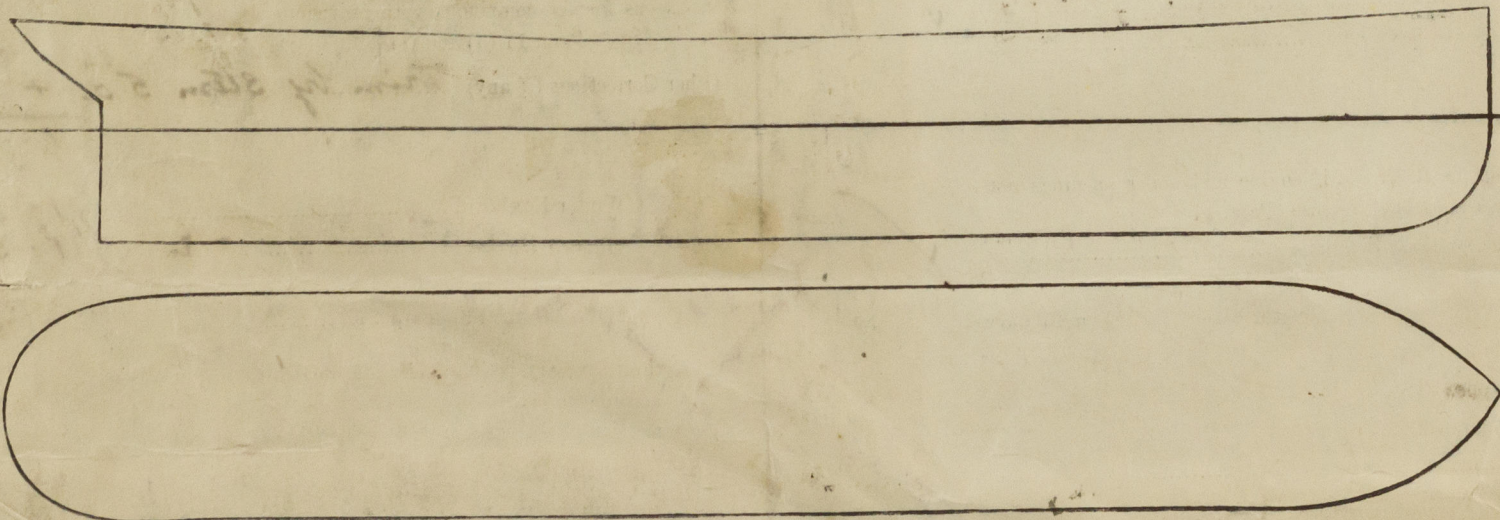
Length of Bulwarks in well

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

Ft. Tenths. Ft. Tenths. No.
2 5 x 1 25 x 5

Freeing Ports (each side of vessel) = 15.62 Sq. ft. *class only*

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.

This vessel has been built in accordance with the approved plans. State any special features in the construction of the Vessel *A sketch showing sheers is enclosed.*

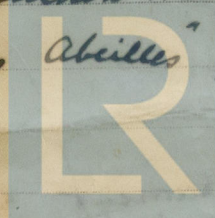
Builder's name and yard number *Messrs J.P. Rennoldson & Sons Ltd No 325.*

Names of sister vessels *This vessel is 5'0" longer than the same builder No 322-3, but in other respects is similar.*

Owners *Compagnie de Remorquage et de Sauvetage des Abilles*

Address

Fee £ 2 : 0 : 0 Received by me *See J.B. Report.*



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