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NEWCASTLE-ON-TYNE

MON. 7-OCT. 1918

27044

Rpt. 110

# Lloyd's Register of British & Foreign Shipping.

## SURVEYS FOR FREEBOARD.

BE COPY WRITTEN

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPAR OR~~ *Shelter* AWNING DECKS. *without tonnage openings*

Port of Survey **NEWCASTLE-ON-TYNE**

Date of Survey *1<sup>st</sup> Oct<sup>r</sup> 1918*

Name of Surveyor *E. J. Dixon*

*"Marija Petrinovic" of Split.*

Ship's Name. <i>Northumberland No 201</i> <i>War Citadel</i>	Port of Registry and Nationality. <i>London</i> <i>British</i>	Official Number. <i>142705</i>	Gross Tonnage under Shelter Dk <i>5486</i>	Date of Build. <i>how</i> <i>Completing</i>	Particulars of Classification. <i>100% 1. Shelter Dk with freeboard</i> <i>Contemplated</i>
Number in Register Book <i>262</i>					

Registered dimensions from Ship's Register.	LENGTH. <i>399.6</i>	BREADTH. <i>53.0</i>	DEPTH. <i>32.85 to 24.85</i>	UNDER DECK Tonnage. <i>5486 to 4108</i>
Length on LOADLINE	<i>399.6</i>	Frame Depth Rule <i>6/5</i>	Ceiling +20 Sheer +.86 <i>Peak</i> <i>Tanks</i>	
CORRECTED DIMENSIONS.	<i>399.6</i>	<i>52.16</i>	<i>25.41</i>	<i>4108.00</i>

Moulded Depth as measured ..... *26-11* Upper Main Deck.  
 " " " ..... *25-5* Shelter Spar or Awning Deck.

*Depth of keel below base line 2 1/2"*

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

Co-efficient of fineness ..... *.77*  
 Any modification necessary [Para. 4 (a) to (e)] } *.02 Cell Dk*  
 Co-efficient as corrected ..... *.75*

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	<i>399.6</i>
Length in Table.....	<i>323.0</i>
Difference.....	<i>76.6</i>
Correction for 10ft.....	<i>.7</i>
× Difference ÷ 10 =	<i>5.362</i>
	<i>+ 5 3/4</i>

Allowance for strength in excess of Lloyd's rules = *23 1/2*  
~~*22 1/2*~~

State particulars—  
*Constructed as a Shelter Dk vessel without tonnage openings*  
*The Scupper from the upper Dk lead to bilges no passenger accommodation*  
*No side scuttles or openings in Super sides to interfere with load line*  
*7 Watertight bulkheads to Shelter Dk*

Height of 'Tween Decks..... *8.6*  
 (From top of beam to top of beam at side)  
 Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C.....	<i>3.2 1/2</i>
Correction for Length.....	<i>+ 5 1/4</i>
	<i>3.7 3/4</i>
Correction for Height of 'Tween Decks in Spar-decked Ships.....	<i>8.6</i>
	<i>12.1 1/2</i>
Correction for Strength in excess of Lloyd's rules.....	<i>1.11</i>
	<i>10.2 1/2</i>

Sheer at Stem ..... *9.0* at 1/4 length from Stem ..... *5.0*  
 Sternpost... *4.6* " " " Sternpost... *2.7*  
 Drop in Sheer abaft amidships..... *Nil*

Round of Spar-deck Beam..... *12 1/2*  
 " " Main-deck " ..... *12 1/2*

	Length	×	Height.	State if open or closed at ends.
Forecastle.....	<i>34.5</i>	×	<i>7.6</i>	<i>Closed with storm boards fitted in riveted channels full height of openings</i>
Bridge.....		×		
Poop.....		×		

Correction for Iron Deck if required..... *-3*  
 Other Corrections (if any)..... *9 1/4*  
 Winter Freeboard..... *3 1/4*  
 Summer Freeboard..... *4 3/4*  
 Indian Summer Freeboard..... *10 3/4*  
 N.A. Winter Freeboard.....

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side } *7 1/4*

Winter Freeboard from Deck Line.....	<i>10.0 1/2</i>
Summer " " ".....	<i>9.6 1/2</i>
Indian Summer " " ".....	<i>9.0 1/2</i>
N.A. Winter " " ".....	<i>9.6 1/2</i>
	<i>6 1/2</i>
	<i>6</i>
	<i>6</i>

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

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

All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scale, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.  
 If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

MARKING FORM

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*Shelter*

Do all the Frames extend to the top Height in the Spar deck? *You scarp'd 2' from former running deck?*

Do all the Frames extend to the top height in the Poop?  Bridge House?  Forecastle?

To what height do the Reverse Frames extend? *Bulk angle frames to upper deck and all hatch end frames to shelter*

Has the Poop an efficient Iron Bulkhead at the fore end? *Complete Shelter Deck without tonnage opening*

Give particulars of the means for closing the openings in Bulkhead

Is the Poop 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 Bridge Front plating? \_\_\_\_\_ and Coaming plate? \_\_\_\_\_

Give scantlings and spacing of the Stiffeners

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

Has the Bridge 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? *Yes*

Are the Engine and Boiler openings covered by a Bridge, Poop, 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? *Partly protected by side houses*

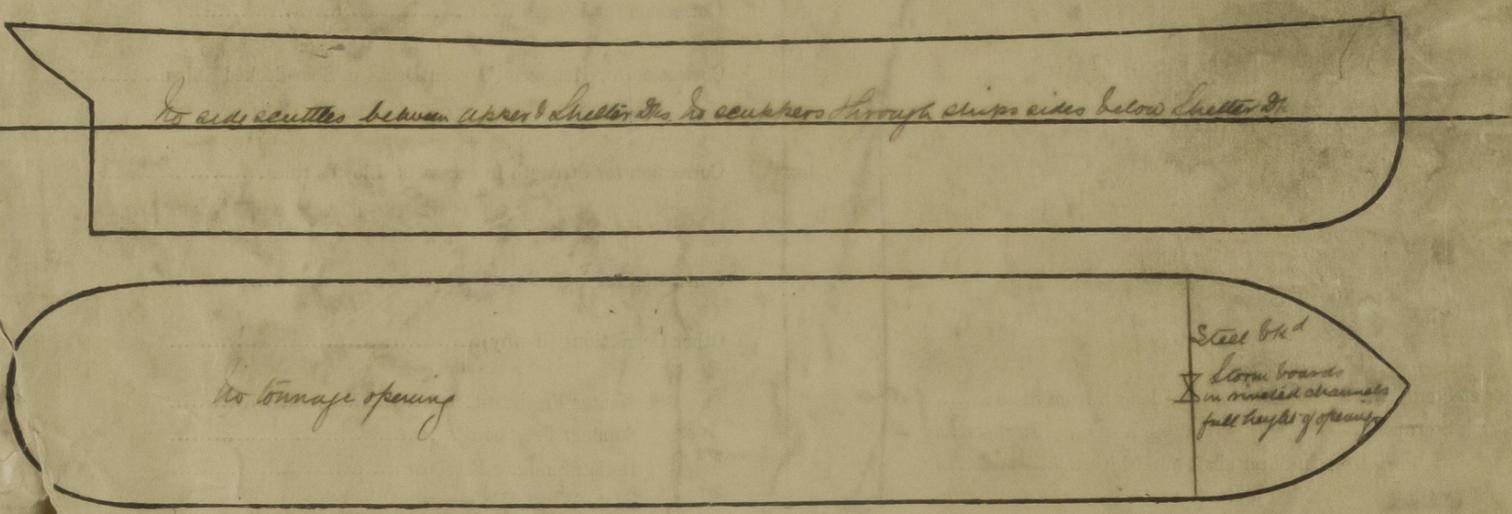
Give thickness of plating; scantlings and spacing of Stiffeners. *368.30 Plating with 3 1/2 x 3/4 and 4 x 3/4 stiffeners spaced 48" app.*

What is the height of the exposed Casings? *7.6* 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:— *Coal bunker hatchway framings 30" high*

Position and Size.	No 1 28 4 27.9 x 20.0		No 3 34.0 x 20.0		No 2 17.0 x 18.0					
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"	30"		30"					
	Thickness {	Sides.....	48	50	44					
		Ends.....	44	44	44					
SHIFTING BEAMS OR WEB PLATES.	Number .....	5	6	3						
	Section and Scantlings.....	7 I 2 x 3 x 44	7 I 2 x 3 x 44	7 I 2 x 3 x 44						
	Material.....	7 16 x 9 x 36	7 16 x 9 x 36	7 16 x 9 x 36						
FORE AND AFTERS.	Number.....	None	None	None						
	Section and Scantlings.....									
	Material.....									
Thickness .....	2 1/2 W.P.									
Remarks.....	Fitted fore 8 aft									

\* 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.)



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 *This report refers to Messrs The Northumberland S. Co No 251 a Standard Ship Type F.1. Sister to War Castle In 250.*

*The approved plans of Midship Section Profile & W.T. Bulkheads also by 9 are forwarded herewith.*

Owners \_\_\_\_\_

Address \_\_\_\_\_

Fee £ 7 : 7 : 0

Received by me 20.11.18

