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Index No. 32249
(For London Office only.)

11b.

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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 West Hartlepool
Date of Survey Whilst Building
Name of Surveyor A. Pickworth.

Ship's Name UMBERLEIGH GRAY'S 992
Port of Registry and Nationality. Cardiff
British.
Official Number. 149912
Gross Tonnage. 4650
Date of Build. 1927
Particulars of Classification. +100 A.1. with freeboard contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>400.00</u>	<u>54.25</u>	<u>25.75</u>	<u>4553.34</u>
Length on LOADLINE.	<u>400.00</u>	Frame Depth 12 Rule <u>6</u> $2 \times 6 \div 12 = -1.0$ CARGO BATTENS FITTED	No Ceiling <u>+20</u> Sheer <u>+77</u> <u>6" deep in tanks +25</u>	Peak } Incl. Tanks }
CORRECTED DIMENSIONS.	<u>400.00</u>	<u>53.25</u>	<u>26.72</u>	<u>4553.34</u>

Co-efficient of fineness..... 80.792
Any modification necessary } 02 Cellular double bottom
[Para. 4 (a) to (e)]* }
Co-efficient as corrected 78.77

Sheer { Stem..... 105 } 156 $\div 2 = 78$ Mean 42.875
at { Sternpost ... 51 } 55 $\div 2 = 77.95$

Sheer at $\frac{1}{2}$ of the length from { Stem 57.75 } 85.34 $\div 2 = 42.875$ Mean
{ Sternpost 28.0 } 55 $\div 2 = 77.95$

Gradual mean Sheer 77.95
Standard mean Sheer [Table, Para. 18] 50.00 Correction
Difference..... 27.95 $\div 4 = 6.99$
 $\frac{27.95}{3 \times 12} = .77$

§ If limited as Para. 18 (f) say - 7"

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

¶ Fall in Sheer {
Para. 18 (d) } $\div 2 =$ ✓
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C..... 3' 8 3/4"
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) " } 6 - 3 1/4"

Difference 2 - 6 1/2"
Percentage as below..... 94.35%
28.77

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ✓
Allowance for Deck Erections 94.35% $\div 2 = 2.64$ 2 - 5 1/4"

	Length.	Length allowed.	Height.
Forecastle <u>Complete Superstructure</u>	<u>400</u>	<u>364.92</u>	<u>8' 0"</u>
Bridge House	<u>364.92</u>	<u>394.84</u>	
† Raised Qr. Dk. <u>Storage well</u>	<u>5.16</u>	<u>22.58</u> $\div 2 = 11.29$	<u>8' 0"</u>
Poop	<u>29.92</u>	<u>397.42</u>	
Total	<u>400.00</u>	<u>400.00</u>	<u>9935</u>

Corresponding percentage {
(Para. 11, 12, 13, or 14) } 94.35%

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	"	...
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 stern post. In vessels having poops and forecastles, it means the sheer measured at points nearest one-eighth of the vessel's length from stem and stern-post.

Moulded Depth as measured..... 28' 3"

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 400
Length in Table 339
Difference 61
Correction for 10ft., Table A. 1.45 Table C. ✓
× Difference divided by 10 8.84 (if required.)
If $\frac{1}{10}$ th length covered divide by 2 4.42 say + 4 1/2"

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ th length covered Complete Superstructure dk
Thickness of usual wood deck, less stringer 3 1/2" - 3 1/2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 54' 04"
Round of Beam 13.5
Normal round..... 13.5
Difference ✓ $\div 2 =$ ✓
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	<u>82.37</u>	<u>6 - 10 1/4"</u>
Correction for Sheer	<u>- 6.99</u>	<u>- 7</u>
	<u>75.38</u>	<u>6 - 3 1/4"</u>
Correction for Length	<u>+ 4.42</u>	<u>+ 4 1/2</u>
	<u>79.80</u>	<u>6 - 8 3/4"</u>
Allowance for Deck Erections	<u>- 28.77</u>	<u>2 - 5 1/4"</u>
	<u>51.03</u>	<u>4 - 3 1/4"</u>
Correction for Round of Beam.....		✓
Correction for fall in Sheer (if any).....		✓
Correction for Iron Deck (if required)		<u>- 3 1/2"</u>
		<u>3 - 11 1/2"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †		
Other Corrections (if any)		

Winter Freeboard 3 - 11 1/2"
Summer Freeboard 3 - 5 3/4"
Indian Summer Freeboard 3 - 0 1/4"
N. A. Winter Freeboard ✓

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the steel or wood deck with side. 1 3/4"

Winter Freeboard from deck line 4 - 1 1/4"
Summer " " " 3 - 7 1/2"
Indian Summer " " " 3 - 2 1/4"

N. A. Winter " " " 3 - 7 1/2"
Steel " " " 3 - 6 3/4"
Iron " " " 3 - 5 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.

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Lloyd's Register Foundation

Complete Superstructure deck ✓
 Do all the Frames extend to the top height in the Poop? *Yes* ✓ Raised Quarter Deck? *Yes* ✓ Bridge House? *Yes* ✓ Forecastle? *Yes* ✓
 To what height do the Reverse Frames extend? *Channel Frames* ✓
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Complete Superstructure deck with tonnage opening aft* ✓
 Give particulars of the means for closing the openings in Bulkhead *Has the Bridge House an efficient Bulkhead at the fore end?*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *The tonnage opening is closed with efficient temporary covers held in position with eye bolts and lashings* ✓
 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? *There are two openings in the forward steel bulkhead in the well - closed with storm boards fitted full height in riveted channels* ✓
 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? *There are no openings in the after steel bulkhead in the tonnage well* ✓
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Covered by Complete Superstructure deck.*
 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* ✓

Requirements of Section 28 of the Rules for 1904-5: Give particulars below.												
Position and Size.		No 1. 27'0" x 20'0"		No 2 31'0" x 20'0"		No 3 28'5" x 20'0"		No 4 28'5" x 20'0"		No 5 28'5" x 20'0"		
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING.	Height above top of DECK	31"		31	-	31	-	31	-	31	-	
	Thickness {	Sides.....	44		48	-	48	-	46	-	44	-
		Ends.....	44		44	-	44	-	44	-	44	-
SHIFTING BEAMS OR WEB PLATES.	Number	5		5		4		5		5		
	Section and Scantlings	Plate 16 1/2 - 8 1/4 x .35		Plate 13 1/2 - 6 1/4 x .34		2 webs 13 1/2 - 6 3/4 x .34		Plate 13 - 6 1/2 x .33		Plate 13 - 6 1/2 x .33		
		4 Angles 4 x 3 x .44		4 Angles 4 x 3 x .44		2 webs 12 1/2 - 6 1/4 x .32		4 Angles 4 x 3 x .44		4 Angles 4 x 3 x .44		
	Material	Steel				4 Angles 4 x 3 x .44						
* FORE AND AFTERS.	Number											
	Section and Scantlings											
		Material										
HATCHES Thickness		3		3		3		3		3		
Remarks.....		Satisfactory										

* 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.

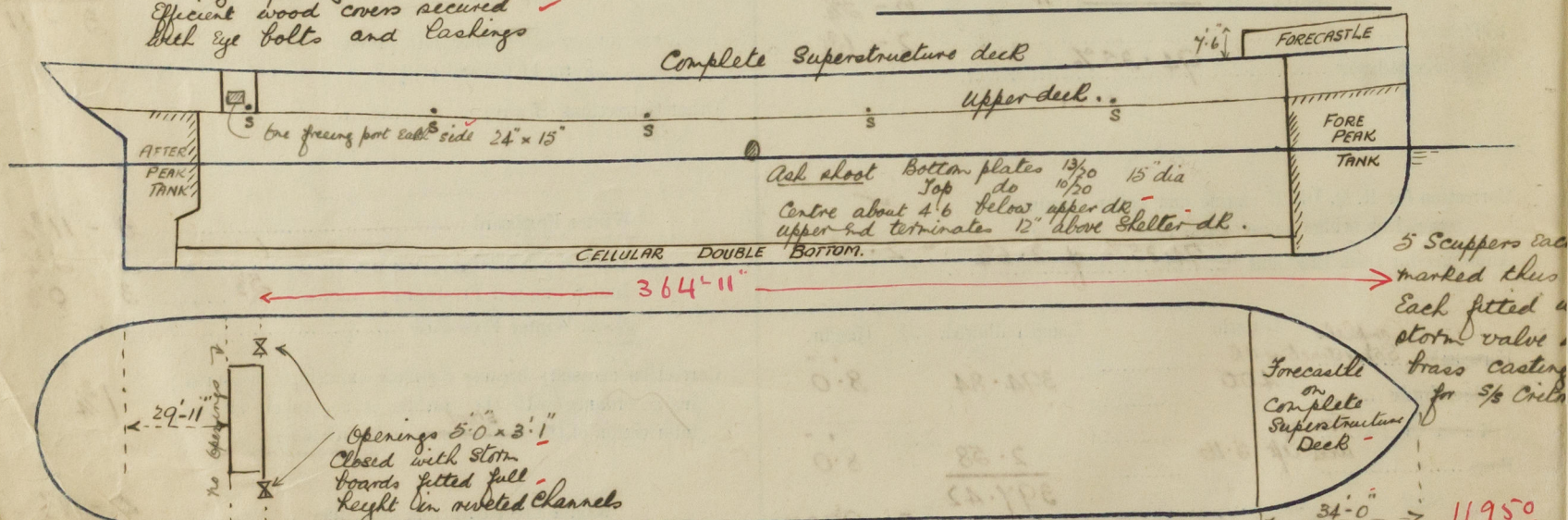
Length of Bulwarks in well

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

Ft.	Tenths.	Ft.	Tenths.	No.	Freeing Ports (each side of vessel)	= ✓ Sq. ft.
x	x					
x	x					

Total deficiency or excess = Sq. ft.

Tonnage Opening 5'2" x 20'0"
 Efficient wood covers secured
 with eye bolts and lashings ✓



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

Messrs Wm Gray and Co Ltd No 992
 No sister vessel.

Owners Latem Steam Navigation Co Ltd

Address

Fee £

9 3 4

Received by me

Will be collected with D.E. fee.

There are no special features.

The builders state the load displacement corresponding to the freeboard is 11950 tons and the tons per inch at load draft 44. Copies of the approved plans are in the office

A request form is forwarded herewith.