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Index No.

(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

32603
No. 93068.

CLARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
ALLANT 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 Birkenhead
Date of Survey Whit's Landing
Name of Surveyor Geo. L. Kyle

Ship's Name. GREYSTOKE CASTLE
Port of Registry and Nationality. British
Official Number. 149664
Gross Tonnage. ✓
Date of Build. 1928
Particulars of Classification. +100A.1. Contingent

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Length on LOADLINE.	428.0	56.1	28.9	5328.07.
	425.0	55.18	29.93	5307.07

Co-efficient of fineness..... .456
Any modification necessary }
[Para. 4 (a) to (e)]* } C.D.B.
Co-efficient as corrected74

Sheer { Stem.....108 } 162 ÷ 2 = 81. Mean 81.50
at { Sternpost ... 54 }
Sheer at $\frac{1}{2}$ of the length from { Stem 60 3/4 } 90.75 ÷ 2 = 45.375 Mean 45.375
{ Sternpost 30 3/4 } ÷ 55 = 82.50
Gradual mean Sheer 81.75
Standard mean Sheer [Table, Para. 18] 52.50 Correction
Difference..... 29.25 ÷ 4 = 7.31
§ If limited as Para. 18 (f) - 7 1/4

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..... 5' 0 1/4
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) } 4. 6 1/2
Difference 2. 6 1/4
Percentage as below..... 60.4%
Correction for R. Q. Dk. if engine and boiler openings not }
covered by bridge house (Para. 11) }
Allowance for Deck Erections -1' 6 1/4

R.P.P. Length.	Length allowed.	Height.
Forecastle..... 29.00	39.00	8.5
Bridge House..... 27.25	27.25	8.5
† Raised Qr. Dk.....		
Poop..... 27.66	27.66	8.5
Total 341.91		80.4
Length of Ship 425.0		
Corresponding percentage } (Para. 11, 12, 13, or 14) } 60.4%.		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Ste

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

† 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 distant one-eighth of the vessel's length from stem and stern-post.

Moulded Depth as measured..... 31.75'
- 31-9
Addition for Keel below base line
for draught record..... inches.

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 425.
Length in Table 381
Difference 44
Correction for 10ft., Table A. 1.6 Table C.
× Difference divided by 10 7.04 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 3.52
+ 3 1/2

CORRECTION FOR IRON DECK.

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 55.66.
Round of Beam 13 1/2
Normal und..... 13.91
Difference 41 ÷ 2 = 20
Proportion of Deck uncovered (Para. 19) 196

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

Freeboard, Table A
Correction for Sheer
Correction for Length
Allowance for Deck Erections
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)
Other Corrections
Winter Freeboard
Summer Freeboard
Indian Summer Freeboard
N.A. Winter Freeboard

Correction necessary in accordance with intersection of the Winter Freeboard, Summer Freeboard, Indian Summer Freeboard, and N.A. Winter Freeboard lines.

Correction necessary in accordance with intersection of the Winter Freeboard, Summer Freeboard, Indian Summer Freeboard, and N.A. Winter Freeboard lines.

Winter Freeboard
Summer Freeboard
Indian Summer Freeboard
N.A. Winter Freeboard

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Do all the Frames extend to the top height in the Poop? *Yes.* Raised Quarter Deck? *Yes.* Bridge House? *Yes.*
 To what height do the Reverse Frames extend? *3. 12. Framing*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes.*
 Give particulars of the means for closing the openings in Bulkhead *No openings*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No.* Has the Bridge House an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead *No openings*
 What is the thickness of the Bridge Front plating? *.50* and Coaming plate? *.54.*
 Give scantlings and spacing of the Stiffeners *10 1/2 x 3 1/2 x 3 1/2 x 47.58. Channel spaced 3' 6" to 3' 9"*
 Are bracket plates fitted at each end of the Stiffeners? *Yes.* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *No, Rais Bar can*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes.*
 How are the openings closed? *Sliding boards in permanent channels to full height of openings.*
 Is the Forecastle at least as high as the main or top-gallant 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? *Yes.*
 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 *.32. 4 x 2 1/2 x 3 1/2 spaced 36" to 48"*
 What is the height of the exposed Casings? *✓* 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:— *No approved. Yes.*

Position and Size.		1. 27'0" x 18'0 1/2"		2. 30'6 1/2" x 18'2 1/2"		3. 28'11" x 18'2"		4. 32'0" x 18'2 1/4"		5. 29'3" x 18'1 1/2"	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	36" at Side		30" at Side		Same as		Same as		Same as	
	Thickness { Sides..... Ends.....	1/4". 1/4".		1/4". 1/4".		N°2		N°2		N°1	
SKIFFING BEAMS OR WEB PLATES.	Number	5		4		5		7		7	
	Section and Scantlings	2" x 4" x 30" 30"	3" x 4" x 30" 30"	3" x 4" x 30" 30"	3" x 4" x 30" 30"	2" x 4" x 30" N°2	3" x 4" x 30" N°2	3" x 4" x 30" N°2	4" x 4" x 30" N°2	3" x 4" x 30" N°1	4" x 4" x 30" N°1
Material		Steel		Steel		N°2		N°2		N°1	
* FORE AND AFTERS.	Number										
	Section and Scantlings	✓		✓		✓		✓		✓	
Material											
HATCHES Thickness		3		3		3		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, the vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

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.

Strake between Main and Bridge Sheerstrakes? *✓*

theth in the bridge house. *Poor.*

le them to get backwards and forwards from their quarters are, are not satisfactory. *✓*

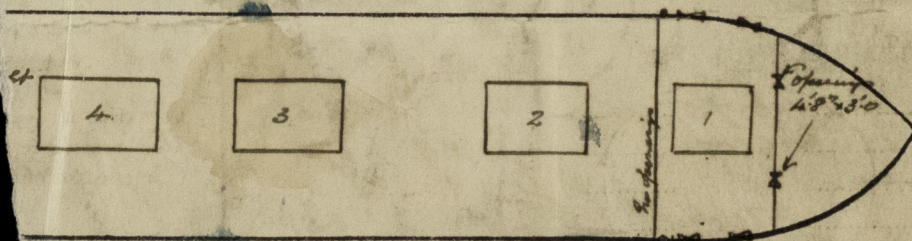
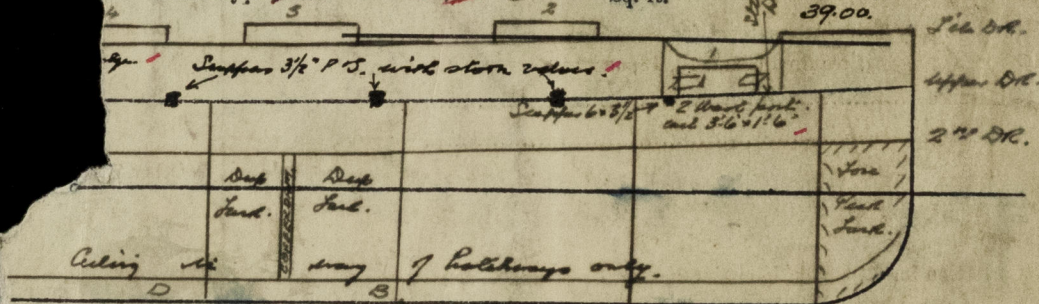
2. 7 1/4. Find 40' 6" = 80' 6" 80' 1 1/4" 9.11.

11 (e) each side of vessel = *17.0* Sq. ft.

Found. 10.57 21.3
Aft. 10.85

Freeing Ports (each side of vessel) = *21.0* Sq. ft.

Total deficiency or excess = *30.16* Sq. ft.



with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

"Longitudinal framing at bottom and at ends"
 vessel *Cannell Laird & Co. Yard No 928*

(J. Chambers & Co. Engrs.)

See F.E. Report.



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