

Lloyd's Register of British & Foreign Shipping.  
SURVEYS FOR FREEBOARD.

17959

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES,  
HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES,  
OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Delete words which do not apply.

Port of Survey

Date of Survey

Name of Surveyor

Ship's Name. " *Arvonian* " Gross Tonnage. *2794* Official Number. *119973* Type of Ship. *10k. & Deckr.* Date of Build. *1905* Particulars of Classification. *100 A.1.*

Number in Register Book *37Rup.*

Registered Length as shown by ship's register. *331.35* Breadth *47.6* Depth *20.15*

Length on Loadline ..... *331*

Breadth ..... *47.6*

Depth ..... *20.1* Tons and Dk. *2675.43*

Correction for excess or deficiency of Gradual Sheer (Para. 3) ..... *.6*

Depth to be used ..... *20.7* × 100

Co-efficient of fineness ..... *.80*

Any modification necessary [Para. 4 (a) to (e) \*] *see 263 Deckr.*

Co-efficient as corrected ..... *.79*

Sheer { Stem... *84* }  
at { Sternpost... *45.5* }  $129.5 \div 2 = 64.75$  Mean

Sheer at  $\frac{1}{2}$  of the length from { Stem *46.5* }  $71.75 \div 2 = 35.875$  Mean  
{ Sternpost *75.75* }

Gradual Sheer ..... *43.1* Correction

Standard Sheer (Table, Para. 18) ..... *43.1*

Difference .....  $41.65 \div 4 = -5\frac{1}{2}$

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

## ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *1-11 $\frac{1}{4}$*

Correction for Length, if required (Para. 12 and 13) .....

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13) *4-3 $\frac{1}{4}$*

Difference ..... *2-4*

Percentage as below..... *49.80%*

Correction for engine and boiler openings not being covered by bridge house, in cases coming under Para. 11

Allowance for Deck Erections ..... *14*

	Length.	Length allowed.	Height.
Forecastle.....	<i>30.16</i>	<i>30.16</i>	<i>7-8</i>
Bridge House .....	<i>170</i>	<i>170</i>	<i>"</i>
† Raised Qr. Dk.....	<i>30.92</i>	<i>30.92</i>	<i>"</i>
Poop.....	<i>30.92</i>	<i>30.92</i>	<i>"</i>
Total .....	<i>231.08</i>	<i>231</i>	<i>= 698</i>

Length of Ship ..... *331*

Corresponding percentage (Para. 11, 12, or 13.) *49.80%*

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	"	"	"	...	...	...	...	...	...

\* 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.

Moulded Depth as measured..... *20.6*

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..... *331*

Length in Table ..... *270*

Difference ..... *61*

Correction for 10ft., Table A. .... *1.2* Table C. (if required.)

× Difference divided by 10 ..... *+ 3 $\frac{3}{4}$*

If  $\frac{1}{10}$ ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12

## CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... *.698*

Thickness of usual wood deck, less stringer..... *- 3 $\frac{1}{2}$*

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *46.7*

Round of Beam..... *12*

Normal round ..... *11 $\frac{1}{2}$*

Difference .....  $\frac{1}{2} \div 2 = \frac{1}{4}$

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

Proportion of Deck uncovered (Para. 19) .....

Freeboard, Table A ..... *4-8 $\frac{3}{4}$*

Correction for Sheer ..... *- 5 $\frac{1}{2}$*

Correction for Length ..... *+ 3 $\frac{3}{4}$*

Allowance for Deck Erections ..... *- 1-2*

Correction for Round of Beam..... *- 3-5*

Correction for Iron Deck (if required) ..... *- 3 $\frac{1}{2}$*

Additions for non-compliance with provisions of Para. 11 (a) and (e) †

Other corrections (if any).....

Winter Freeboard ..... *3-1 $\frac{1}{2}$*

Summer Freeboard ..... *2-9 $\frac{1}{2}$*

N. A. Winter Freeboard .....

Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side. *+ 2*

Winter Freeboard from deck line § ..... *3-3 $\frac{1}{2}$*

Summer " " " " ..... *2-11 $\frac{1}{2}$*

N. A. Winter, " " " " .....

27.4.06

MARKING REPORT  
RECEIVED  
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DELETE WORDS WHICH DO NOT APPLY.

The Crew *are, are not*, berthed in the bridge house.

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.

Freeing Ports (each side of vessel)

Ft.	Tenths.	Ft.	Tenths.	No.	}	=	Sq. Ft.
	x			x			
	x			x			

Total deficiency =

Sq. Ft.

Total excess =

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop?

Do. do. do. in the Raised Quarter Deck?

Do. do. do. Bridge House?

Do. do. do. Forecastle?

To what height do the Reverse Frames extend?

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?

State whether the Bridge House efficiently covers the Engine and Boiler Openings

Has the Bridge House an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc.

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?

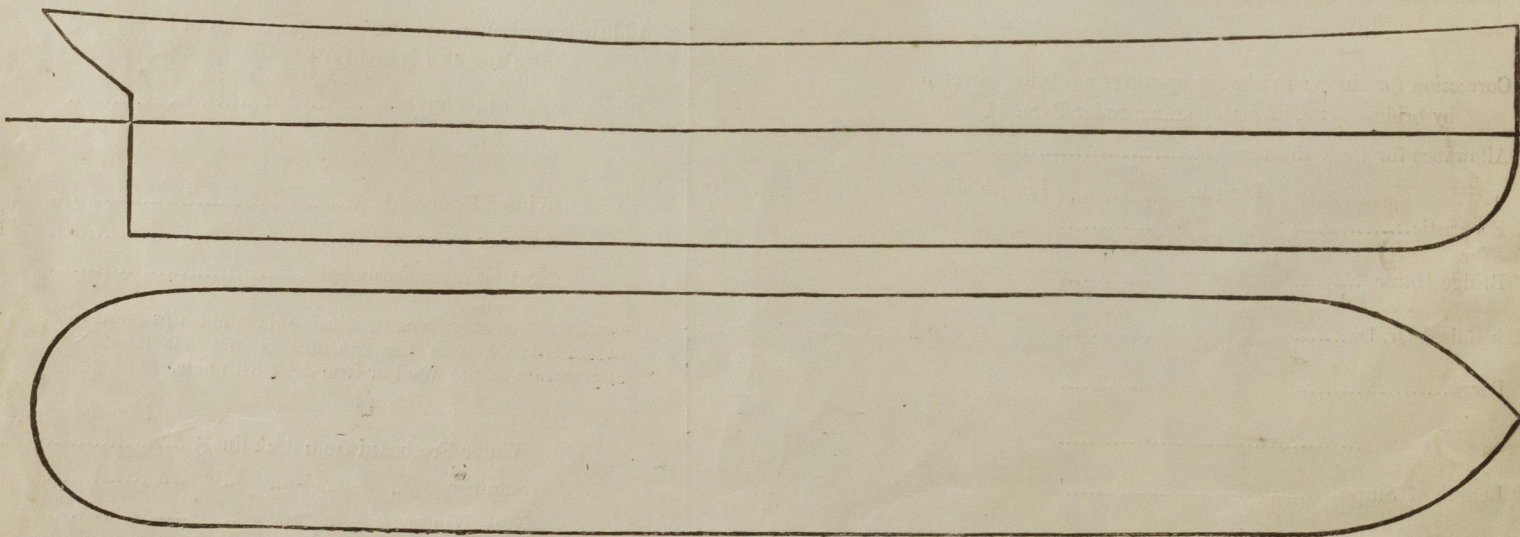
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end?

Are the Hatchways efficiently constructed? What is the thickness of the Hatches?

State the height of the Coamings in fore well? In after well

Are the exposed parts of the Engine and Boiler Casings efficiently constructed?

State any special features in the construction of the Vessel



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners

Address

Fee £

Lx: Lx

Received by me per Ch. 27. 6-07

Applied for by London

25/7/06

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