

TUE. MAY. 22 1923

Index No. 30916
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

No. 28584

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 Sunderland
Date of Survey 17th May 1923
Name of Surveyor A. Pickworth

Ship's Name
DOXFORD & SONS
Nos 579 & 580
Number in Register Book

Port of Registry and Nationality.

Official Number.

Gross Tonnage.

Date of Build.

Particulars of Classification.

Contemplated
with freeboard.
+100 A-1. Complete Superstructure
with tonnage opening

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>375.0</u>	<u>52.50</u>	<u>25.57</u> <u>25.77 k.T.T.</u>	<u>4085</u> <u>incl. cruiser stern</u>
Length on LOADLINE.	<u>384.16</u> <u>incl. portion</u> <u>of 4 masts</u> <u>fixed</u>	Frame Depth $\frac{1}{2}$ Rule „ <u>6</u> <u>-1.0</u> <u>Cargo battens fitted</u>	Ceiling <u>fitted</u> Sheer <u>+1.0</u> <u>Level</u> <u>deduct 10</u> <u>for cruiser stern</u>	Peak } <u>incl</u> Tanks }
CORRECTED DIMENSIONS.	<u>375.00</u>	<u>51.50</u>	<u>26.78</u>	<u>4075</u>

Co-efficient of fineness.....

Any modification necessary
[Para. 4 (a) to (e)]*

Co-efficient as corrected

Sheer { Stem..... <u>108</u> at { Sternpost ... <u>54</u> } $162 \div 2 = 81$... Mean <u>80.9</u> <u>44.6</u> <u>47.5</u> <u>36.4</u> <u>33.4</u> <u>30.1</u> <u>27.9</u>	
Sheer at $\frac{1}{2}$ of the length from { Stem <u>59.5</u> Sternpost <u>29.5</u> } $89 \div 2 = 44.5$... Mean <u>44.5</u> <u>44.5</u> <u>44.5</u> <u>44.5</u> <u>44.5</u> <u>44.5</u> <u>44.5</u>	
Gradual mean Sheer	<u>80.9</u>
Standard mean Sheer [Table, Para. 18] <u>47.5</u> Difference..... <u>33.4</u> <u>32.49</u> $\div 4 = 8.12$ § If limited as Para. 18 (f)	<u>8.12</u> <u>say - 8 1/4</u>

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

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>3 - 8 3/4</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>✓</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>6 - 7 1/2</u> <u>2 - 5 1/4</u>
Difference	<u>94.3%</u> <u>29 1/4</u> = <u>27.86</u> <u>say - 2 - 3 1/2</u>
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.....	<u>343.3</u>	<u>343.3</u>	<u>8.0</u>
Bridge House	<u>5.16</u>		
Raised Qr. Dk.....	<u>26.54</u>	<u>26.54</u>	<u>8.0</u>
Poop.....	<u>26.54</u>	<u>26.54</u>	<u>8.0</u>
Total	<u>375.00</u>	<u>369.84</u> <u>2.58</u>	
Length of Ship	<u>375.00</u>	<u>372.42</u>	
Corresponding percentage { (Para. 11, 12, 13, or 14) } <u>94.3%</u>		<u>375.00</u>	<u>993</u>

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line.

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 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.

Moulded Depth as measured..... 28.25 = 28.3

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

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

29 - 3 1/4
3 - 6 1/2
25 - 9 1/4

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>375.0</u>
Length in Table	<u>339.0</u>
Difference	<u>36.0</u>
Correction for 10ft., Table A.	<u>1.45</u> Table C.
× Difference divided by 10	<u>5.22</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 + <u>2.61</u> + <u>2 1/2</u>	

CORRECTION FOR IRON DECK.

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>51.6 3/4</u>
Round of Beam	<u>12 3/4</u>
Normal round.....	<u>12 1/8</u>
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>6 - 7 1/2</u> <u>10 1/4</u>
Correction for Sheer	<u>- 8 1/4</u>
Correction for Length	<u>6 - 7 1/2</u> <u>+ 2 1/2</u>
Allowance for Deck Erections	<u>6 - 4 1/2</u> <u>2 - 3 1/2</u>
Correction for Round of Beam.....	<u>4 - 2 1/4</u> <u>1</u>
Correction for fall in Sheer (if any).....	<u>✓</u>
Correction for Iron Deck (if required)	<u>- 3 1/2</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<u>3 - 8 1/4</u> <u>9 1/2</u>
Other Corrections (if any)	<u>✓</u>

Winter Freeboard	<u>3 - 8 1/4</u> <u>9 1/2</u>
Summer Freeboard	<u>5 3/4</u> <u>3 - 8 1/4</u> <u>3 3/4</u>
Indian Summer Freeboard	<u>5 3/4</u> <u>2 - 7 1/4</u> <u>10</u>
N. A. Winter Freeboard	<u>✓</u>

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the steel deck with side.

Winter Freeboard from deck line	<u>3 - 7 1/4</u> <u>11 1/4</u>
Summer „ „ „ „	<u>3 - 7 1/4</u> <u>5 1/2</u>
Indian Summer „ „ „ „	<u>2 - 11 1/4</u>

Steel Deck (Iron) Deck	<u>3 - 5 1/2</u> <u>3 - 4 1/2</u>
„ „ „ „	<u>7</u> <u>2 1/2</u>
„ „ „ „	<u>6</u> <u>5 1/2</u>
„ „ „ „	<u>5 1/2</u> <u>8 5 1/2</u>

† 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

C. & L. Surveyors 23.5.23

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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?
 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?
 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?
 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?
 Give thickness of plating; scantlings and spacing of Stiffeners Are suitable means provided for closing all openings in them in bad weather?
 What is the height of the exposed Casings?
 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:—

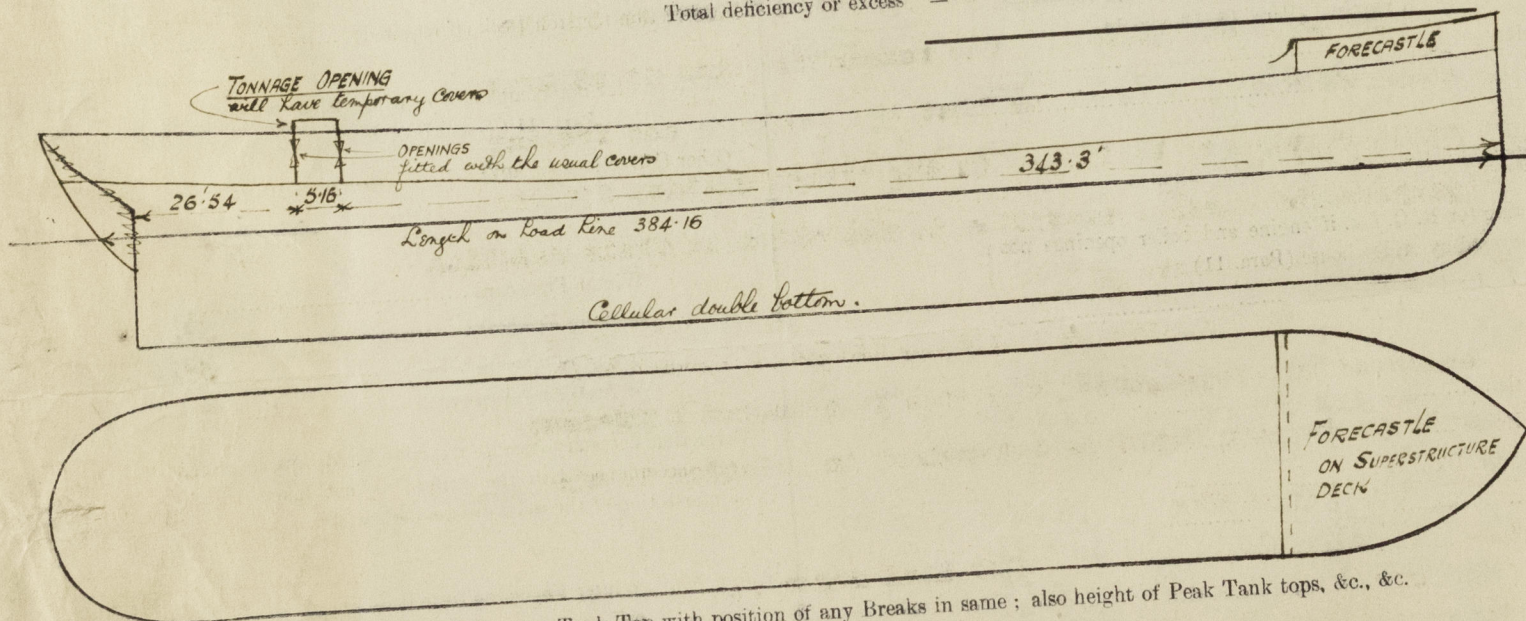
Position and Size.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Item.										
COAMING.										
Height above top of DECK										
Thickness										
Sides										
Ends										
SHIFTING BEAMS OR WEB PLATES.										
Number										
Section and Scantlings										
Material										
* 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?
 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 = Sq. ft.
 Area of Freeing Ports required by Para. 11 (e) each side of vessel =
 Ft. Tenth. Ft. Tenth. No. } Freeing Ports = Sq. ft.
 (each side of vessel)
 Total deficiency or excess = Sq. ft.

10941 = 6.87
 39.87 x 40



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
 Builder's name and yard number **DOXFORDS 579780**
 Names of sister vessels **none**
 Owners **Furness Lines**
 Address **E.C. 3**

This vessel is being constructed in accordance with the Revised Rules and plans approved 24.1.23 copy are in the London Office. At a draft of 24' is stated to be 10941 tons and the tons per A request form is forwarded herewith.

Received by me
 Will be charged on comrol