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EXT

Lon 27/5/32

Verification

NEWCASTLE-ON-TYNE.

No. 80377.

17 MAY 1926

Index No. 31722
(For London Office only.)

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 **NEWCASTLE-ON-TYNE**Date of Survey **12 May 1926**Name of Surveyor **Alfred Munro**

Ship's Name. **S/S "DOMINIA"**
Number in Register Book
Port of Registry and Nationality. **British**
Official Number. **148768**
Gross Tonnage. **✓**
Date of Build. **1926**
Particulars of Classification. **100A1. With freeboard. Cable Vessel. (Class Contemplated)**

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	488.90	59.0	37.4	8701.71
Length on LOADLINE.	475.00	Frame Depth 11 1/2 Rule 2 x 3 3/4 No Skinning + 33 - .62	Ceiling + 20 Sheer + 22 Level Deck top	Peak Tanks } Incl.
CORRECTED DIMENSIONS.	475.00	58.71	37.82	8701.71

Co-efficient of fineness..... **.8252**
Any modification necessary } **.02** **Call DB.**
[Para. 4 (a) to (e)]* } **.805**
Co-efficient as corrected

Shear measured on upper Deck and above depth moulded at amidships **36 (8.1) x 8**
Shear { Stem..... **8-7 1/2**
at { Sternpost .. **3-1 1/2** } **141 ÷ 2 = 70.5** Mean **.22**
Shear at 1/2 of the length from { Stem **4-5 1/4**
Sternpost **1-7** } **72.25 ÷ 2 = 36.125** Mean
Gradual mean Sheer **65.6 x 8 ÷ 55 = 65.6 x 8**
Standard mean Sheer [Table, Para. 18] **57.50** Correction
Difference..... **8.1 x 8 ÷ 4 = 2.04**
§ If limited as Para. 18 (f) **- 2**

Rise in Sheer { At front of bridge house.....
from amidships { At after end of forecastle

Lowest point of shear 47-6 abaft amidships.
Fall in Sheer { **1 1/2** ÷ 2 = **1 1/2**
Para. 18 (d) {

Length uncovered **Covered by Bridge** Correction **NIL**

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... **(11-11 1/2 - 3.3)** **8-8 1/2**
Correction for Length, if required (Para. 12, 13, and 14) **- 1**

Freeboard by Table A, corrected for shear, and for length, if required (Para. 12, 13, and 14) **8-7 1/2**
Difference **2-11 1/2** **3-1 3/4**

Percentage as below..... **21.74**
7.27 (11-9 1/2 - 8-7 1/2) = 3-1 1/4
7.27 3-1 1/4 ÷ 2 = 3.72

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) **5** **5.49**

Allowance for Deck Erections **Allowance for bridge only - 5 1/2**

	Length.	Length allowed.	Height.
Forecastle.....	145.16	59.37	8-0
Bridge House.....			
† Raised Qr. Dk.....			
Poop.....			
Total.....		168.24	354
Length of Ship.....	475		

Corresponding percentage { **21.74%**
(Para. 11, 12, 13, or 14)

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) 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 amidships 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..... **40-9**
Addition for Keel below base line **2 1/2**
for draught record..... **2 1/2** inches.

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..... **475.0**
Length in Table **488.5** **489.0**
Difference **13.5** **14.0**
Correction for 10ft., Table A. **1.7** Table C.
× Difference divided by 10 **2.295** **2.38** (if required.) **.8**
If 1/10ths length covered divide by 2 **2 1/4** **2 1/2** **1.08** **- 1**

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered.....
Thickness of usual wood deck, less stringer **3 1/2** **In reduced**
3" Deck sheathing felled **Incl. depth.**

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... **56.3**
Round of Beam **14.5**
Normal round..... **14.06**
Difference **.44** ÷ 2 = **.22**
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 **11-11 1/2**
Correction for Sheer **- 2**
Correction for Length **2 1/4**
Allowance for Deck Erections **5 1/2**
Correction for Round of Beam..... **11-21 3/4**

Correction for fall in Sheer (if any)..... **+ 1 1/2**
Correction for Steel Deck (if required) **3" Sheathing on** **11-3 1/2**
in reduced Incl. depth.

Additions for non-compliance with provisions of {
Para. 11 (d) and (e) { **For 2 1/2" Sheathing amidships - 1/2**
Other Corrections (if any) **11-11 1/4**
For scantlings and to correspond to the approved moulded draught of 29-0 + 1" 5 1/2
(29-0 1/4 actual)
Winter Freeboard **12-6 3/4**
Summer Freeboard **11-11 3/4** **10-6 1/4**
Indian Summer Freeboard **11-4 3/4**
N.A. Winter Freeboard

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

Winter Freeboard from deck line **12-8 1/2**
Summer " " " **12-1 1/2**
Indian Summer " " " **11-6 1/2**
N.A. Winter " " " **12-1 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 draught at time of survey, and also the usual load draught forward and aft should be reported.

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Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒ Bridge House? *Yes* Forecastle? ☒

To what height do the Reverse Frames extend? *Bulk Angle frame*

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? *Yes*

Give particulars of the means for closing the openings in Bulkhead *Hinged steel watertight doors*

What is the thickness of the Bridge Front plating? *4 1/4* and Coaming plate? *4 1/8*

Give scantlings and spacing of the Stiffeners *8 1/2 x 3 1/2 x 50 spaced about 2-3 apart*

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

Has the Bridge House an efficient Iron Bulkhead at the after end? *Open at aft 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? ☒

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Bridge*

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 ☒

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*

Position and Size.		<i>11-1-11-3 x 11-0</i>		<i>11-2-3-4-5-14-0 x 11-0</i>							
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. <i>Wood</i>	Height above top of DECK	<i>24</i>	<i>24</i>	<i>18</i>	<i>18</i>						
	Thickness { Sides.....	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>						
	{ Ends.....	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>	<i>4 1/4</i>						
SHIFTING BEAMS OR WEB PLATES.	Number	<i>One</i>		<i>2</i>	<i>2</i>						
	Section and Scantlings	<i>7" double 3 x 3 x 40</i>		<i>7" double 3 x 3 x 40</i>							
	Material	<i>12 x 30</i> <i>5 x 3 1/2 x 46</i>		<i>11 x 30</i> <i>5 x 3 1/2 x 46</i>							
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness		<i>3</i>	<i>2 1/2</i>	<i>3</i>	<i>2 1/2</i>						
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? _____ Strake between Main and Bridge Sheerstrakes? _____

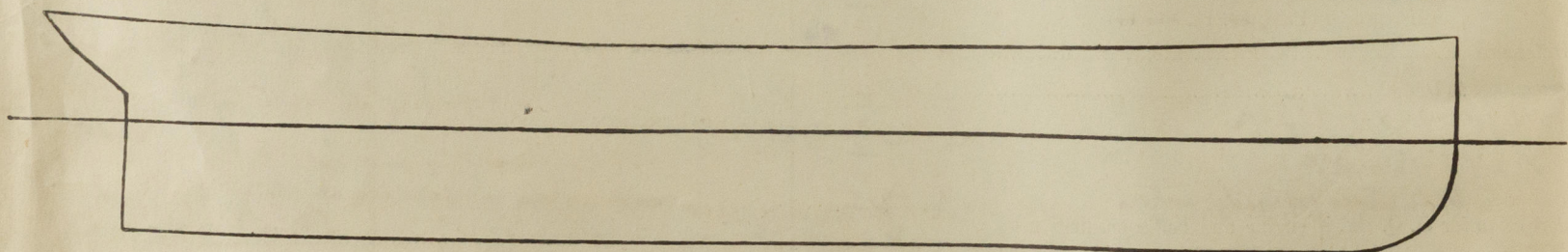
Delete the words { The Crew *are, are not*, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters *are, are not* satisfactory.

Length of Bulwarks in well *Rails and stanchions*

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.



*There are 9 scuppers each side from the upper deck discharging about 12' above the Main Deck.
The Scuppers from the Main Deck discharge overboard at the Load Water Line amidships. Brass storm valves
in brass castings to ship's sides and wrought iron pipes.*

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 *Cable Vessel*

Builder's name and yard number *Swan, Hunter & Wigham Richardson Ltd. No 1216*

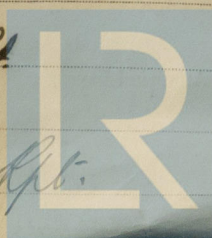
Names of sister vessels ☒

Owners *Telegraph construction and Maintenance Co. Ltd.*

" Address *Calcutta.*

Fee £ *12* : *0* : *0*

Received by me *Lee F. C. Rpt.*



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