

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP

having Shelter Deck

Port of Survey Belfast

Date of Survey During construction

Name of Surveyor Geo. Buchanan

State type of erections.

Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
<u>S.S. "Buchanness"</u>					<u>B.S.* with freeboard.</u>

Registered Length as shown by Ship's Register } 401.6
 Length on Loadline } 399
 Breadth } 54.3
 Depth } 25.3
 Sheer Correction } + .9
 No ceiling } + .21
 Drop of side } + .12
26.53
 Moulded Depth as measured } 27-9"

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

54
57.66
111.66
-9
102.66

Ships frame 12.5
 B. 1885 " 6
 $6.5 \times 2 = 1.08$
 Dept 12

$4317.85 \times 100 = 431785$
 $399 \times 53.22 \times 26.53 = 56785$
 $431785 - 56785 = 375000$
 $375000 \div 100 = 3750$
 Tonnage in Peaks = 766

CORRECTION FOR LENGTH.

Length of Ship on Loadline 399
 Length in Table 333
 Difference 66
 Correction for 10 ft., Table A. 1.4 Table C.
 × Difference divided by 10 9.24 (if required.)
 If $\frac{1}{10}$ ths length covered by erections divide by 2 } 4.62 = 4 $\frac{5}{8}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered
 Thickness of usual wood deck, less stringer 4 - $\frac{3}{8}$ = 3 $\frac{5}{8}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 51.5
 Round of Beam 13"
 Normal round 12.88
 Difference .12 ÷ 2 = .06
 Proportion of Deck uncovered (Para. 19)

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

Co-efficient of fineness .77

Any modification necessary }
 [Para. 4 (a) to (e)]* } -.02

Co-efficient as corrected .75

Sheer at Stem 106.5
 at Stern-post 59.5
 $166 \div 2 = 83$ Mean

Sheer at $\frac{1}{8}$ of the length from Stem 58.5
 Stern-post 32
 $90.5 = 82.27$
 2×55

Gradual Mean Sheer 82.27
 Standard Sheer (Table, Para. 18) 49.90
 Difference 32.37 ÷ 4 = 8.09 = 8 $\frac{1}{8}$

Rise in sheer } At front of bridge house
 from amidships } At after end of forecastle
 Fall in sheer ÷ 2 =

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C @ 27-9" and .75 3'-6"
 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) } 5'-11 $\frac{1}{2}$ "

Difference 2'-5 $\frac{1}{2}$ "

Percentage as below 94.25%

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house } 2'-3 $\frac{1}{2}$ "

Allowance for Deck Erections 2'-3 $\frac{1}{2}$ "

Freeboard, Table A. @ 27-9" + .75 6'-7 $\frac{1}{4}$ "
 Correction for Sheer -8 $\frac{1}{8}$ "
5'-11 $\frac{1}{8}$ "
 Correction for Length +4 $\frac{5}{8}$ "
6'-3 $\frac{3}{4}$ "

Allowance for Deck Erections 2'-3 $\frac{1}{2}$ "
4'-0 $\frac{1}{4}$ "

Correction for Round of Beam

Correction for Iron Deck (if required) -3 $\frac{5}{8}$ "
3'-8 $\frac{5}{8}$ "

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

Other Corrections (if any)

A = 4" Winter Freeboard 3'-8 $\frac{5}{8}$ "
 C = 5 $\frac{1}{2}$ " Summer Freeboard 3'-3 $\frac{1}{8}$ "

Indian Summer

N. A. Winter Freeboard

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at the intersection of the deck with side } 1 $\frac{1}{2}$ "

Winter Freeboard from deck line § 3'-4 $\frac{5}{8}$ "

Summer " " " " 3'-4 $\frac{5}{8}$ "

Indian Summer " " " " 3'-4 $\frac{5}{8}$ "

N.A. Winter " " " " 3'-4 $\frac{5}{8}$ "

	Length.	Length allowed.	Height.
Forecastle	<u>372.3</u>	<u>372.25</u>	<u>8'-11"</u>
Bridge House	<u>6</u>	<u>3</u>	
† Raised Qr. Dk.			
Poop	<u>20-9"</u>	<u>20.75</u>	
Total	<u>399</u>	<u>396</u>	
Length of Ship		<u>399</u>	
Corresponding percentage (Para. 11, 12, 13, or 14)		<u>94.25%</u>	

FREEBOARD recommended amidships from centre of disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Line	Height	Corresponding Freeboard
Fresh Water Line	<u>7"</u> ins. above centre of Disc.	<u>2'-9$\frac{1}{2}$"</u>
Indian Summer Line	<u>5$\frac{1}{2}$"</u> " " " "	<u>2'-11"</u>
Winter Line	<u>5$\frac{1}{2}$"</u> " below " " " "	<u>3'-10"</u>
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.

‡ State dimensions of freeing port area on back of this form.

§ Marked in accordance with Sec. 437, M. S. Act, 1894.

$F.W. = \frac{11570}{40 \times 42.6} = 6.79$

med. depth 27-9"
 Stringer 3 $\frac{3}{8}$ "
 Stat. dk. line 1 $\frac{1}{2}$ "
27'-10 $\frac{3}{8}$ "
3'-4 $\frac{1}{2}$ "
24'-6 $\frac{3}{8}$ "

Subject to efficient means being provided for closing tonnage openings.

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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.

Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports each side of vessel	=	2.5	Sq. ft.
1.67	×	1.5	×	1				
	×		×					
Total excess deficiency						=		Sq. ft.

Buckaness
Boys

If the sill of the lowest side scuttle would 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.

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

Do.	do.	do.	Raised Quarter Deck?	} Yes
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? *Yes*

How are the openings closed? *Weather Boards full height in riveted Channels.*

Is the Poop or Raised Quarter Deck connected with the Bridge House? *Yes Helter Skelter*

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

If the openings are not so protected, are the exposed parts of the Casings efficiently constructed? *Yes* What is their height? *Yes*

Are suitable means provided for closing all openings in exposed Casings in bad weather? *Yes*

Has the Bridge House an efficient Bulkhead at the fore end? *Yes*

How are the openings closed? *Yes*

Give thickness of Bridge Front plating *✓* Coaming plate *✓* Stiffeners spaced bracketted

Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes*

How are the openings closed? *Weather boards full height in riveted Channels*

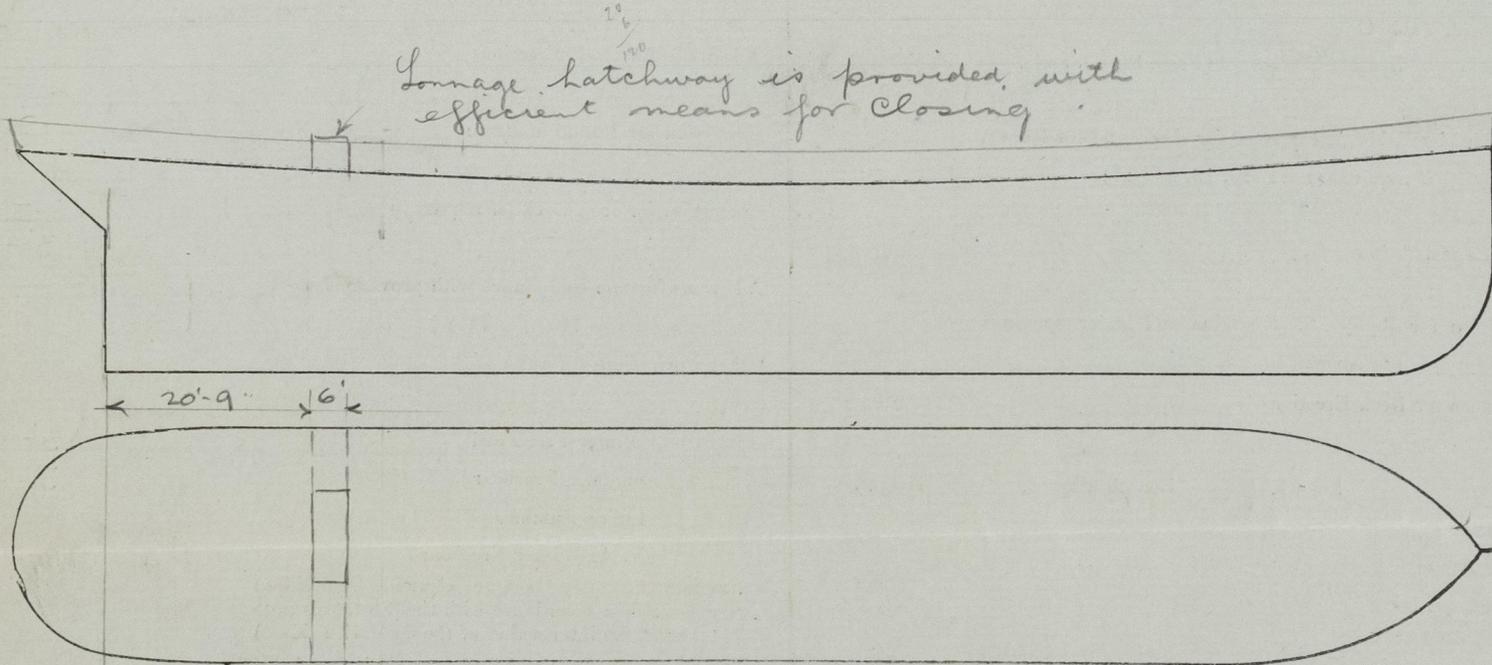
Is the Forecastle at least as high as the main or top-gallant rail? *Yes*

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

Are the Weather Deck Hatchways efficiently constructed and at least equal to the Rule requirements? *Yes*

What is the thickness of the Hatches? State the height of the Coamings in Fore Well In After Well

State any special features in the construction of the Vessel



Show hereon arrangement of erections, depth of hold, &c.

The Freeboards, as stated on the other side, being in accordance with the Tables, it is submitted that the same be assigned.

Chief Surveyor.

Passed at a meeting of the Committee of Management of the British Corporation for the Survey and Registry of Shipping on the

