

WRITTEN

Key 9 attached

Index No. 33804
(For London Office only.)

Lloyd's Register of Shipping.

SURVEY FOR FREEBOARD.—STEAM SHIPS.

Hull No. 41082

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 HULL
Date of Survey while building
Name of Surveyor Malcolm

Ship's Name. <u>SANFRY</u>	Port of Registry and Nationality. <u>British</u>	Official Number. <u>16046</u>	Gross Tonnage.	Date of Build. <u>1930</u>	Particulars of Classification. <u>+ 100A1 (contemplated)</u>
Number in Register Book <u>✓</u>					

REGISTERED DIMENSIONS.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
As registered from register.	<u>205.5</u>	<u>32.2</u>	<u>11.8</u>	<u>632.90</u>
On LOADLINE.	<u>205.0</u>	Frame Depth <u>6</u> Rule <u>3 3/4</u> <u>2 3/4</u> <u>- .42</u> <u>hospansing</u> <u>+ .33</u>	Ceiling <u>+ .20</u> Sheer <u>+ .56</u>	Peak <u>ind.</u> Tanks <u>ind.</u> <u>2 tanks = 135</u> <u>5.09</u> <u>14 1/2 ft. = 175</u> <u>+ 3.51</u>
CORRECTED DIMENSIONS.	<u>205.0</u>	<u>32.11</u>	<u>12.56</u>	<u>631.32</u>

Moulded Depth as measured..... 14'-0"

Addition for Keel below base line for draught record..... 7 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..... 205'-0"

Length in Table 168

Difference 37

Correction for 10ft., Table A. 1.0 Table C.

× Difference divided by 10 3.7 (if required.)

If 7/10ths length covered divide by 2 1.85 + 1 3/4

Co-efficient of fineness..... .76 .764

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

Co-efficient as corrected74

CORRECTION FOR IRON DECK.

Proportion covered, if less than 7/10ths length covered 10

Thickness of usual wood deck, less stringer 3

Sheer { Stem..... 66
at { Sternpost 36.75 } $102.75 \div 2 = 51.37$ Mean 56

Sheer at 1/2 of the length from { Stem 37
Sternpost 18.75 } $53.75 \div 2 = 27.87$ Mean

Gradual mean Sheer 50.678 $\div .5 = 50.678$

Standard mean Sheer [Table, Para. 18] 30.50 Correction

Difference..... 20.178 $\div 4 = 5.044$

§ If limited as Para. 18 (f) -5

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 32'-0"

Round of Beam 8

Normal round..... 8

Difference $\div 2 =$

Proportion of Deck uncovered (Para. 19) NIL

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

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

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

Length uncovered Correction

Freeboard, Table A 2 - 2 1/2

Correction for Sheer 5

Correction for Length 1 - 9 1/2

Allowance for Deck Erections 1 - 11 1/4

Correction for Round of Beam..... 9 3/4

Correction for fall in Sheer (if any)..... 1 - 1 1/4

Correction for Steel Deck (if required) 3

Additions for non-compliance with provisions of Para. 11 (d) and (e) † 0 - 10 1/4

Other Corrections (if any) Height of R.Q. Dk. + 4' - 3"

..... 5 - 1 1/4

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 0' - 6"

Correction for Length, if required (Para. 12, 13, and 14) ✓

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) 1 - 9 1/2

Difference 1 - 3 1/2

Percentage as below..... 64.75% 66.4%

..... 10.29

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) + .4

Allowance for Deck Erections - 9.63 9.89

..... - 9 1/4 10

	Length.	Length allowed.	Height.
Forecastle.....	<u>24.83</u>	<u>22.63</u>	<u>7'-0"</u>
Bridge House.....	<u>13.12</u>	<u>13.12</u>	<u>7'-3"</u>
† Raised Qr. Dk.....	<u>121.12</u>	<u>121.12</u>	<u>4'-3"</u>
Poop.....	<u>✓</u>	<u>✓</u>	<u>✓</u>
Total.....	<u>159.07</u>	<u>156.87</u>	<u>.765</u>
Length of Ship.....	<u>205</u>	<u>205</u>	<u>.776</u>
Corresponding percentage (Para. 11, 12, 13, or 14)	<u>66.4</u>	<u>64.75%</u>	

Winter Freeboard 5' - 1 1/4

Summer Freeboard 4 - 11 1/4

Indian Summer Freeboard ✓

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 1/4

Winter Freeboard from deck line 5 - 2 1/2

Summer " " " " 5 - 0 1/2

Indian Summer " " " " ✓

N. A. Winter " " " " ✓

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

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Fresh Water Line above centre of Disc

Indian Summer Line " " " "

Winter Line below " " " "

Winter No. 1 Line " " " "

..... 5 - 0 1/2

..... 3 1/2

..... ✓

..... ✓

the skin planking, or ceiling are of unusual thickness, the breadth of vessel to inside should be reported if possible.

When obtaining an allowance for deck erections under the height of the R.Q.D. is to be taken from the decked vessels the total standard mean sheer measured at the stem and sternpost, measured at the stem and sternpost measured at 1/10th distant

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.

SUBJECT CONDITION DETAIL FORM ATTACHED

004603-004611-0088

MARKING FORM
29 AUG 1930
RECEIVED

Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend?
 Has the ~~Poop~~ 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~~ Raised Quarter Deck connected with the Bridge House? *Yes* 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? *30* and Coaming plate? *34*
 Give scantlings and spacing of the Stiffeners *6 1/2 x 3 x 34 L @ 30"*
 Are bracket plates fitted at each end of the Stiffeners? *Yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *Yes*
 Has the Bridge House an efficient ~~Iron~~ *Steel* Bulkhead at the after end? *Yes*
 How are the openings closed? *no openings*
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes* Has the Forecastle an efficient ~~Iron~~ *Steel* 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? *R. Q. Deck & Steel Casings*
 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 *Coaming 34 under 30 Stiff 3 1/2 x 3 x 38 @ 28" to 31"*
 What is the height of the exposed Casings? *6'-9"* 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 the Rules? Give particulars below: *Yes*

Position.	<i>Not forward.</i>	<i>No. 2. (R.Q. Deck)</i>						
Size.	<i>39'-4 1/2" x 20'-0"</i>	<i>45'-0" x 20'-0"</i>						
Height above top of DECK	<i>3'-7"</i>	<i>3'-6"</i>						
COAMING Thickness	Sides.....	<i>.444</i>						
	Ends.....	<i>.444</i>						
SHIFTING BEAMS OR WEB PLATES	Number.....	<i>7</i>	<i>8</i>					
	Section and Scantlings.....	<i>18 x 36, 15 L x 3 x .444</i>	<i>18 x 36, 15 L x 3 x .444</i>					
	Material.....	<i>Steel</i>	<i>Steel</i>					
* FORE AND AFTERS	Number.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>					
	Section and Scantlings.....							
	Material.....							
HATCHES Thickness	<i>2 1/2"</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 keel 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? *.36* Strake between Main and Bridge Sheerstrakes? *.444*
 Delete the words { The Crew ~~are~~ *are* not, berthed in the bridge house. *will be made*
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters ~~are, are not~~ *are* satisfactory.

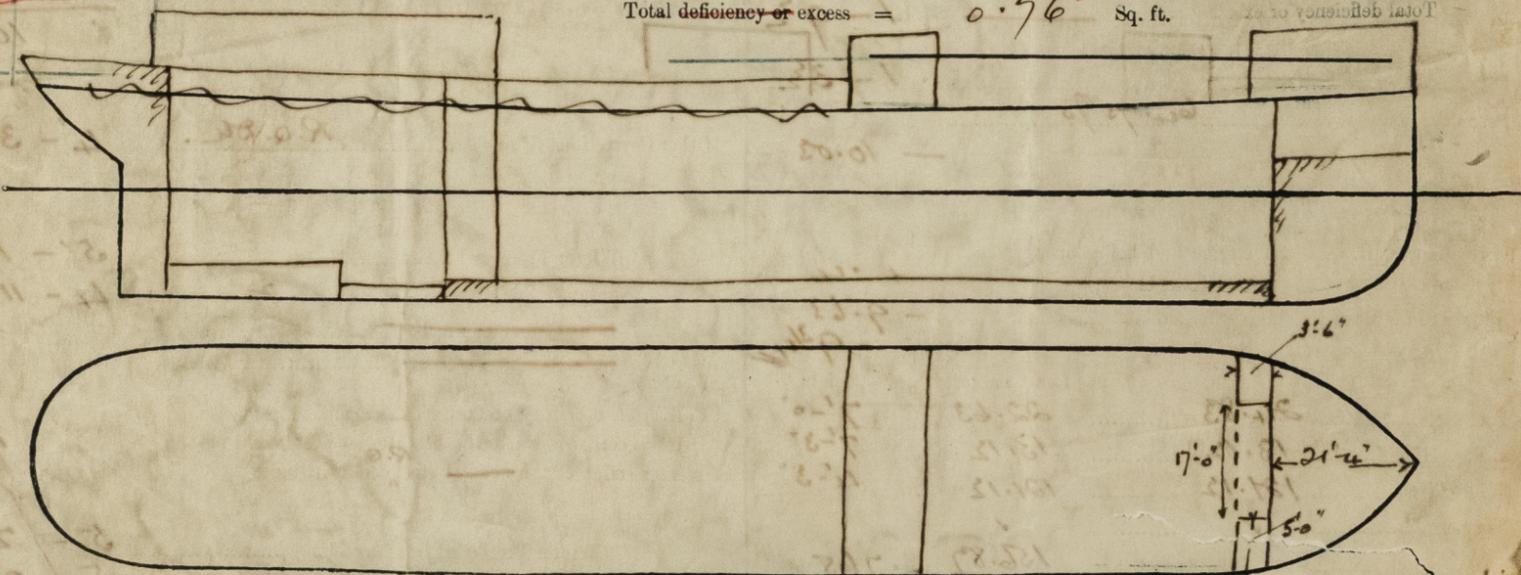
Length of Bulwarks in well *45.9 ft.*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *11.09* Sq. ft.

Ft. Tenths. Ft. Tenths. No. } Freeing Ports (well) = *11.85* Sq. ft.
 (Well) *L/Dk. 2.5 x 1.58 x 3*
 (each side of vessel)

R.Q. Dk. 1.75 x 1.5 x 4
for class only 10.50 ft

Total deficiency or excess = *0.76* Sq. ft.



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 (Approved plans of Section & Profile are in the...)

Builder's name and yard number *Goole S.B. & R Co (1927) Ltd. No 290.*

Names of sister vessels *Similar vessel S.S. 'Harfy' 22749 in*

Owners *James Harpeaves & Sons Ltd.*

Address *Goole.*

Fee £ *3* : *6* : *8* Received by me *See File No*



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