

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

24088

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

Date of Survey 13 Jan 1915.

Name of Surveyor

Ship's Name *Androsan Dry Dock & S.B. Co.*
 Number in Register Book *25 N° 267*

Port of Registry and Nationality.

Official Number.

Gross Tonnage.

Date of Build.

Particulars of Classification.

+ 100 A.1. Shelter deck with freeboard.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
		30.6	12.33	545
Length on LOADLINE.	199.5	Frame Depth $5\frac{1}{2}$ Rule $3\frac{1}{2}$	Ceiling fitted Sheer $+4.66$	Peak Tanks
		$2 \times 2 = 33$	Level Tank	
CORRECTED DIMENSIONS.	199.5	30.24	12.99	545

Co-efficient of fineness..... 695.
 Any modification necessary [Para. 4 (a) to (e)]* *Cell & B.*
 Co-efficient as corrected 68 (provisionally)

Sheer { Stem $4\frac{1}{2}$ } $108 \div 2 = 54$ Mean $36/23.91$
 at { Sternpost 36 }

Sheer at $\frac{1}{2}$ of the length from { Stem $39\frac{1}{2}$ } $59\frac{1}{4} \div 2 = 29.62$ Mean
 { Sternpost $19\frac{3}{4}$ }

Gradual mean Sheer $53.86 \div 55 = 53.86$

Standard mean Sheer [Table, Para. 18] 29.95 Correction

Difference..... $23.91 \div 4 = -6$

§ If limited as Para. 18 (f)..... 5.98

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 Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 5.33

Correction for Length, if required (Para. 12, 13, and 14) $0 - 5\frac{1}{4}$

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) $1 - 8\frac{1}{2}$

Difference $1 - 3.19$

Percentage as below..... 74.6%

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

Allowance for Deck Erections 11.49

Length. Length allowed. Height.

Forecastle..... $123 - 6$ 98.85

Bridge House..... 4

† Raised Qr. Dk..... $42 - 0$ 36.0

Poop..... $123 - 6$ 98.85

Total 32.85

Length of Ship 199.5

Corresponding percentage { (Para. 11, 12, 13, or 14) } 74.6% $164.14 \div 199.5 = 82.8$

FREEBOARD recommended amidships from centre of Disc to top of Statute.

Fresh Water Line above centre of Disc

Indian Summer Line " " "

Winter Line below " " "

Winter North Atlantic Line " " "

State dimensions

The Survey

Moulded Depth as measured..... $14' - 4"$

$14 - 11\frac{1}{2}$
 $2 - \frac{1}{2}$
 $12 - 4$ to C.D.B.

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..... 199.5

Length in Table 172.0

Difference 27.5

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

× Difference divided by 10 2.75 (if required.)

If $\frac{1}{10}$ ths length covered divide by 2 $+1\frac{1}{2}$

PN = 11560 CORRECTION FOR IRON DECK.

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

Thickness of usual wood deck, less stringer $(3\frac{1}{2} - \frac{1}{2}) = -3"$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....

Round of Beam $4\frac{1}{2}$

Normal round.....

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 $2 - 2.50$

Correction for Sheer $2 - 2\frac{1}{2}$

Correction for Length $1 - 8\frac{1}{2}$

Allowance for Deck Erections $1 - 10$

Correction for Round of Beam..... $0 - 10\frac{1}{4}$

Correction for fall in Sheer (if any).....

Correction for Iron Deck (if required) 3.16

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

Other Corrections (if any)

Winter Freeboard $0 - 4\frac{1}{4}$

Summer Freeboard $0 - 5\frac{1}{4}$

Indian Summer Freeboard $0 - 3\frac{1}{2}$

N. A. Winter Freeboard

Correction necessary because clearside amidships in accordance with the Statute is not the intersection of the wood or iron deck with side

Winter Freeboard from deck line

Summer " " "

Indian Summer " " "

N. A. Winter " " "

Deck Line, Wood (Iron) Deck:—



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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? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

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 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?

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:—

Position and Size.											
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
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.....											

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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?

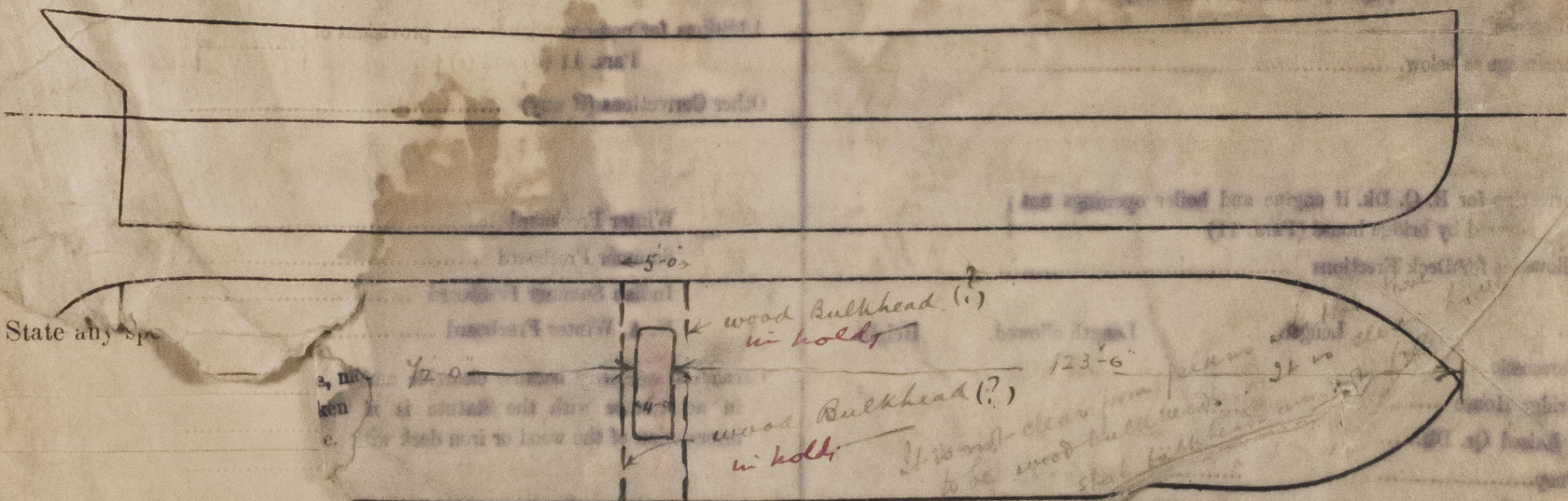
Delete the words { The Crew are, are not, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

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.



of Floors or Tank Top with position of any Breaks in same; also height Peak Tank tops, &c., &c.

tion of the Vessel

Owners

" Address

Fee £ : :

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