

Lloyd's Register of Shipping. No 1883.

SURVEYS FOR FREEBOARD.

Form No 9 attached

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR SHELTER AWNING DECK.

Port of Survey *Barnes in Furness.*  
Date of Survey *19<sup>th</sup> February 1921.*  
Name of Surveyor *Thomas S. Shute.*

*Messrs Vickers No 493.*

Ship's Name. <i>Seythia.</i>	Port of Registry and Nationality. <i>Liverpool</i> <i>British</i>	Official Number. <i>✓</i>	Gross Tonnage. <i>✓</i>	Date of Build. <i>1921.</i>	Particulars of Classification. <i>100. A. 1. 'Shelter Deck' with freeboard (Contemplated)</i>
Number in Register Book <i>71679</i>					
Length from Register. <i>600.7</i>	Breadth. <i>73.8</i>	Depth. <i>E = 32.0</i> <i>D = 40.75</i>	Under Deck Tonnage. <i>E. Deck.</i> <i>11043.51</i>	Moulded Depth as measured <i>36.3</i>	<i>Upper Main Deck (E. Deck)</i>
Length on Load Line <i>600.0</i>	Frame Depth <i>1 1/2</i> Rule <i>7 1/2</i> <i>= - .66</i>	Ceiling <i>Fitted</i> Sheer <i>- 1.05</i>	Peak Included Tanks <i>Shelter 'Swim' Decks. D to E</i> <i>3214.50</i>	<i>45.0</i>	<i>Shelter Spar or Awning Deck (D. Deck)</i>
Length on Load Line <i>600.0</i>	<i>73.14</i>				

*Base Line above bottom of outside strap of keel plate = 3 1/4".*

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

No-efficient of fineness .....  
Any modification necessary  
[Para. 4 (a) to (e)\*]  
No-efficient as corrected .....

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.... *600.0*  
Length in Table .....  
Difference.....  
Correction for 10ft.....  
× Difference ÷ 10 =

Allowance for strength in excess of Lloyd's rules =

State particulars—

Height of 'Tween Decks. *(D-E)* *8.75*  
(From top of beam to top of beam at side)  
Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C .....  
Correction for Length.....  
Correction for Height of 'Tween Decks in Spar-decked Ships.....  
Correction for Strength in excess of Lloyd's rules.....

Correction for Iron Deck if required.....  
Other Corrections (if any).....

Winter Freeboard.....  
Summer Freeboard.....  
Indian Summer Freeboard.....  
N. A. Winter Freeboard.....

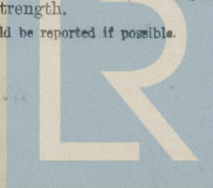
Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side

Winter Freeboard from Deck Line .....  
Summer " " .....  
Indian Summer " " .....  
N.A. Winter " " .....

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

Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...	...
Indian Summer Line	"	"	"	...	...	...	...	...	...
Winter Line	below	"	"	...	...	...	...	...	...
Winter North Atlantic Line	"	"	"	...	...	...	...	...	...

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.  
\* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.



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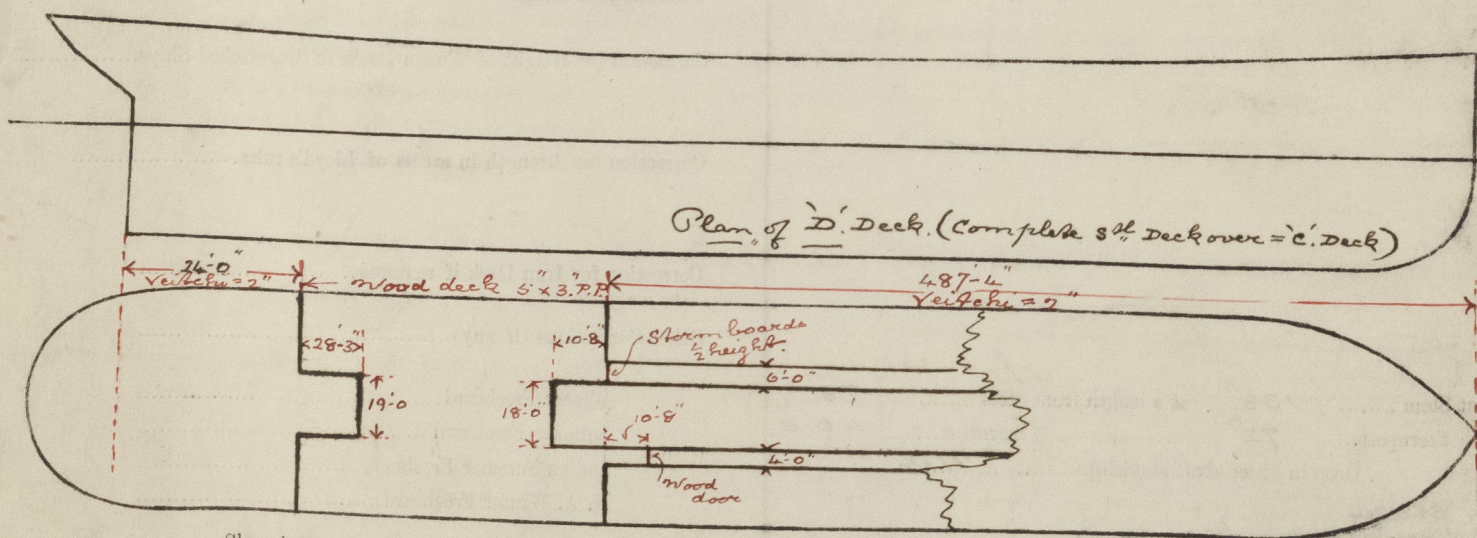
Do all the Frames extend to the top Height in the Spar deck? ☒ *Shelter*  
 Do all the Frames extend to the top height in the Poop? ☒ *Bridge House?*  
 To what height do the Reverse Frames extend? *No 1, 2, 3, 4 Holds to 8' Deck. Engine & Boiler Spaces to 7' Deck. No 5, 6, 7 holds*  
 Has the Poop an efficient Iron Bulkhead at the fore end? ☒ *Simnel*  
 Give particulars of the means for closing the openings in Bulkhead ☒  
 Is the Poop 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? ☒ *Yes*  
 How are the openings closed? ☒ *Storm board 1/2 height*  
 Is the Forecastle at least as high as the main or top-gallant rail? ☒ *Boat & A, B, & C decks*  
 Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? *Engine & Boiler casings to Boat Deck*  
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Yes*  
 Give thickness of plating; scantlings and spacing of Stiffeners ☒  
 What is the height of the exposed Casings? *4' 0" x 8' 0" above Boat* 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 Section 28 of the Rules for 1904-5? Give particulars below:—

Position and Size.	No 1. 15' 3" x 14' 0"		No 2. 16' 7" x 14' 0"		No 3. 13' 4" x 14' 0"		No 4. 12' 8" x 14' 0"		No 5. 13' 4" x 14' 0"		No 6. 13' 4" x 14' 0"		No 7. 13' 4" x 14' 0"	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING														
Height above top of DECK	30"	No 1 & 2 = 24" No 3 = 18"	30"	18"	30"	18"	30"	18"	30"	18"	30"	18"	30"	18"
Thickness														
Sides	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"
Ends	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"
SHIFTING BEAMS OR WEB PLATES														
Number	Three	Three	Five	Five	Three	Three	Three	Three	Three	Three	Three	Three	Three	Three
Section and Scantlings	No 1 & 3 = 11" x 6" x 30" No 2 = 12" x 6" x 32"		11" x 6" x 30"		Same as No. 1.		Same as No. 1.		Same as No. 1.		Same as No. 1.		Same as No. 1.	
Material	3 x 3 x 4 1/2		3 x 3 x 4 1/2											
FORE AND AFTERS														
Number														
Section and Scantlings	None.		None.		None.		None.		None.		None.		None.	
Material														
HATCHES Thickness	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Remarks	Gratings only in one Bay.		Gratings only in one Bay.				Gratings only in one Bay.		Gratings only in one Bay.		Gratings only in one Bay.		Gratings only in one Bay.	

\* 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.)



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 in London Office. Profile enclosed showing openings in topside in vicinity of L.V.L. Moulded draft of vessel = 31' 5" when all the passengers are carried above E Deck. Moulded draft = 30' 0 when passengers are carried between E & F Deck.*

Owners

Address

Fee £ Gross Tonnage :  
not known.

Received by me

Thomas S. Shute



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