

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS. 12399F.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Southampton*
Date of Survey *During alterations 3/26*
Name of Surveyor *John A. Towson*Ship's Name "UCO Ex ST KITTS"
Number in Register Book 32113
Port of Registry and Nationality LONDON
Official Number 143880
Gross Tonnage under 400 EST.
Date of Build. 1919
Particulars of Classification. A.1. for Towing Purposes.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	135.4	29.05	13.65	370.18
Length on LOADLINE.	135.0			
CORRECTED DIMENSIONS.	135.0	28.88	15.84	374.18

Moulded Depth as measured..... 16'-2" amidships.
Rule wood & less stringer
Addition for Keel below base line 15'-11"
for draught record..... 6 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..... 135
Length in Table 191
Difference 56
Correction for 10ft., Table A. 1.0 Table C. .5
× Difference divided by 10 5.6 (if required.) 2.8
If $\frac{5}{10}$ ths length covered divide by 2 -5.2 -2.4

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered *flush decked*
Thickness of usual wood deck, less stringer
Allowed in Mld. Depth reduced.

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 28'-0"
Round of Beam 7"
Normal round..... 7"
Difference ÷ 2 =
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..... .606
Any modification necessary }
[Para. 4 (a) to (e)]* }
Co-efficient as corrected68 (lowest in Tables).Sheer { Stem..... 77.64 } 91.5
at { Sternpost ... 30 } 101 ÷ 2 = 50.25 Mean 47.27
as original 27.5
Sheer at $\frac{1}{2}$ of the length from { Stem 40.2 } 38.5 52
Sternpost 4.3 } 55.2 ÷ 2 = 27.25 Mean 26.8
13.5
Gradual mean Sheer allowed 46.51
Standard mean Sheer [Table, Para. 18] 23.50 Correction
Difference..... 23.01 ÷ 4 =
§ If limited as Para. 18 (f) $\frac{23.50}{2} \div 4 = 2.94$
cannot afloat. -3"Rise in Sheer { At front of bridge house..... ✓
from amidships {
[Para. 18 (e)] { At after end of forecastle ✓
Fall in Sheer {
Para. 18 (d) } 2" ÷ 2 = 1"
Length uncovered Correction +1"

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....
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) }Difference
Percentage as below.....Correction for R. Q. Dk. if engine and boiler openings not }
covered by bridge house (Para. 11) }

Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	✓		
Bridge House	✓		
† Raised Qr. Dk.....	✓		
Poop.....	✓		
Total			

Length of Ship

Corresponding percentage {
(Para. 11, 12, 13, or 14) }

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 " " " " ...

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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 amidship 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.

* 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.

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Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒ Bridge House? ☒ Forecastle? ☒ 11b.
 To what height do the Reverse Frames extend? *across floor*
 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? *Booring? Yes.*
 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 *24" x 20" B.C. 3 x 3 x 3 sp. 38" E.C. 24" 2 1/2 x 2 1/2 x 32 sp*
 What is the height of the exposed Casings? *E.C. 3'-6" B.C. 7'-8"* 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:— ☒

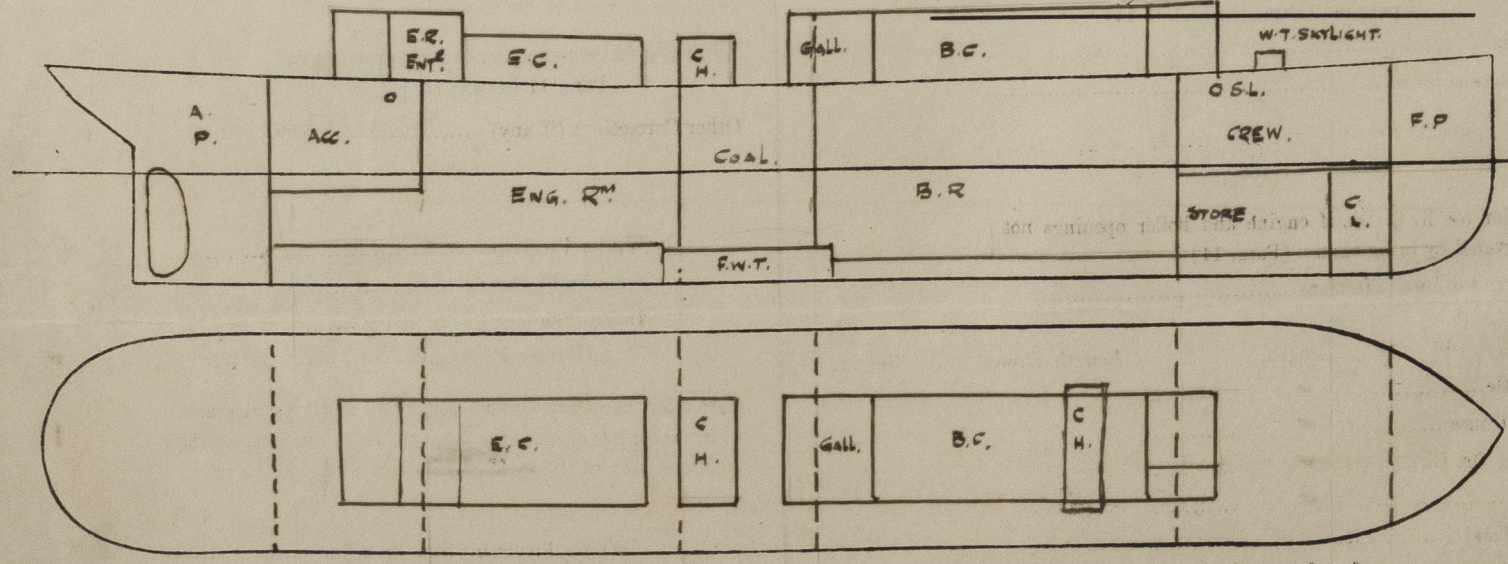
Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
Item.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
COAMING.	Height above top of DECK																				
	Thickness { Sides.....																				
	{ Ends.....																				
SHIFTING BEAMS OR WEB PLATES.	Number																				
	Section and Scantlings																				
	Material																				
* FORE AND AFTERS.	Number																				
	Section and Scantlings																				
	Material																				
HATCHES Thickness																					
Remarks.....																					

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases. *Distance of lower edge*
 (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.) *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. *Deck*
 What is the thickness of the Bridge Sheerstrake? ☒ Strake between Main and Bridge Sheerstrakes? *4"*

Delete the words that 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) = Sq. ft.
 x x
 x x
 Total deficiency or excess = 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 *The above vessel has now had the Forecastle Deck removed (as done in the S.T. ST CLAUDE) and a bulwark fitted all round*
 Builder's name and yard number *Messrs Murdoch Murray. Port Glasgow. Yard No 295.*
 Names of sister vessels
 Owners *Adelaide S.S. Co. Ltd.*
 Address *101 Leadenhall St. London*
 Fee £ *3 : 0 : 0* Received by me *See Rpt. 8*