

6 - MAY 1932

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(For London Office only.)

5 JUL 1930

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

10412

CLASSES RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
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 *Belfast*
Date of Survey *Building 3rd July 1930*
Name of Surveyor *S. O'Hendall*

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>SILVERWALNUT</i>	<i>London British</i>	<i>161455</i>		<i>1930</i>	<i>+100A1 with freeboard contemplated</i>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>456.3</i>	<i>62.00</i>	<i>25.60</i>	<i>5909.84</i>
Length on LOADLINE.	<i>455.0</i>			
CORRECTED DIMENSIONS.	<i>455.0</i>	<i>61.75</i>	<i>27.97</i>	<i>5963.34</i>

Moulded Depth as measured..... *30-6 1/2*

Addition for Keel below base line for draught record,.....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..... *455*
Length in Table *366.5*
Difference *88.5*
Correction for 10ft., Table A. *1.5* Table C.
× Difference divided by 10 *13.27* (if required.)
If 1/10ths length covered divide by 2 + *6.63* say + *6 3/4*

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered *3 1/2*
Thickness of usual wood deck, less stringer *-3 1/2*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *61.75*
Round of Beam *15 1/2*
Normal round..... *15 1/2*
Difference *✓* ÷ 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.

Co-efficient of fineness..... *76.752*
Any modification necessary } *02 Cell D/B.*
[Para. 4 (a) to (e)]*
Co-efficient as corrected *74.73*

Sheer { Stem..... *7 1/2* } *110 1/4 ÷ 2 = 55.12* ... Mean *60.22-55.5*
at { Sternpost ... *38 3/4* } *36.14.72*
+ 1.13
Sheer at 1/8 of the length from { Stem *45 1/4* } *66 1/4 ÷ 2 = 33.12* ... Mean
Sternpost *21* *60.22+55.12 = 57.67*
Gradual mean Sheer *33.12* *57.67*
Standard mean Sheer [Table, Para. 18] *55.50* Correction
Difference..... *2.17* ÷ 4 = *.54*
§ If limited as Para. 18 (f) say *- 1/2*

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

Fall in Sheer { *1/2* ÷ 2 = *1/4*
Para. 18 (d) }
Length uncovered *covered by erection* ✓ Correction *NIL*

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *4-6 1/2*
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) } *7-7 3/4 1/4*
Difference *3-10 3/4*
Percentage as below..... *94.4*
34.43.69

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections *2-7 10 3/4*

	Length.	Length allowed.	Height.
Forecastle.....	<i>408.25</i>	<i>408.25</i>	<i>12.5 to 9.5</i>
Bridge House			
Lower Opening <i>5.33</i>			
Poop.....	<i>41.42</i>	<i>41.42</i>	<i>11</i>
Total <i>455.00</i>		<i>449.67</i>	
Length of Ship <i>1/2 DIFF</i>		<i>2.66</i>	
Corresponding percentage { <i>452.33</i> = <i>99.41</i>		<i>455</i>	
(Para. 11, 12, 13, or 14) } <i>94.4</i>			

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

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

Winter Freeboard
Summer Freeboard
Indian Summer Freeboard
N.A. Winter Freeboard
Correction necessary because clearside amidships in accordance with the Statute is not intersection of the wood or steel deck with

Winter Freeboard from d
Summer "
Indian Summer
N.A. Winter,

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Do all the Frames extend to the top height in the Poop? *Yes.* Raised Quarter Deck? *✓* Bridge House? *Yes.* For

To what height do the Reverse Frames extend? *Channel Frames.*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes.*

Give particulars of the means for closing the openings in Bulkhead *weather boards full height in riveted channels.*

Is the Poop or Raised Quarter Deck connected with the Bridge House? *Yes.* Has the Bridge House an efficient Bulkhead at the fore end? *Yes.*

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? *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 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? *Yes.*

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:— *Yes.*

Position and Size.	N ^o 1 <i>31'6" x 21'0"</i>		N ^o 2 <i>32'0" x 21'0"</i>		N ^o 3 <i>29'4" x 21'0"</i>		N ^o 4 <i>32'0" x 21'0"</i>		N ^o 6 <i>9'6" x 17'0"</i>	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of DECK	<i>36.</i>	<i>24</i>	<i>36.</i>	<i>18</i>	<i>36.</i>	<i>18</i>	<i>36.</i>	<i>18</i>	<i>36.</i>	<i>18</i>
COAMING Thickness	Sides.....	<i>.50.</i>	<i>.44</i>	<i>.50.</i>	<i>.44</i>	<i>.50.</i>	<i>.44</i>	<i>.50.</i>	<i>.44</i>	<i>.44</i>
	Ends.....	<i>.50.</i>	<i>.44</i>	<i>.50.</i>	<i>.44</i>	<i>.50.</i>	<i>.44</i>	<i>.50.</i>	<i>.44</i>	<i>.44</i>
SHIFTING BEAMS OR WEB PLATES.	Number	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>5</i>	<i>one</i>	<i>one</i>
	Section and Scantlings	<i>15½ x .32</i>	<i>15½ x .32</i>	<i>as in N^o 1</i>					<i>13 x .32 and 3½ x .38</i>	<i>13 x .32 and 3½ x .38</i>
	Material	<i>Steel</i>								
* FORE AND AFTERS.	Number		<i>none</i>							
	Section and Scantlings									
	Material									
HATCHES Thickness	<i>2½.</i>		<i>2½.</i>		<i>2½.</i>		<i>2½.</i>		<i>2½.</i>	
Remarks.....	<i>3 on 2nd Deck.</i>									

* 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 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.

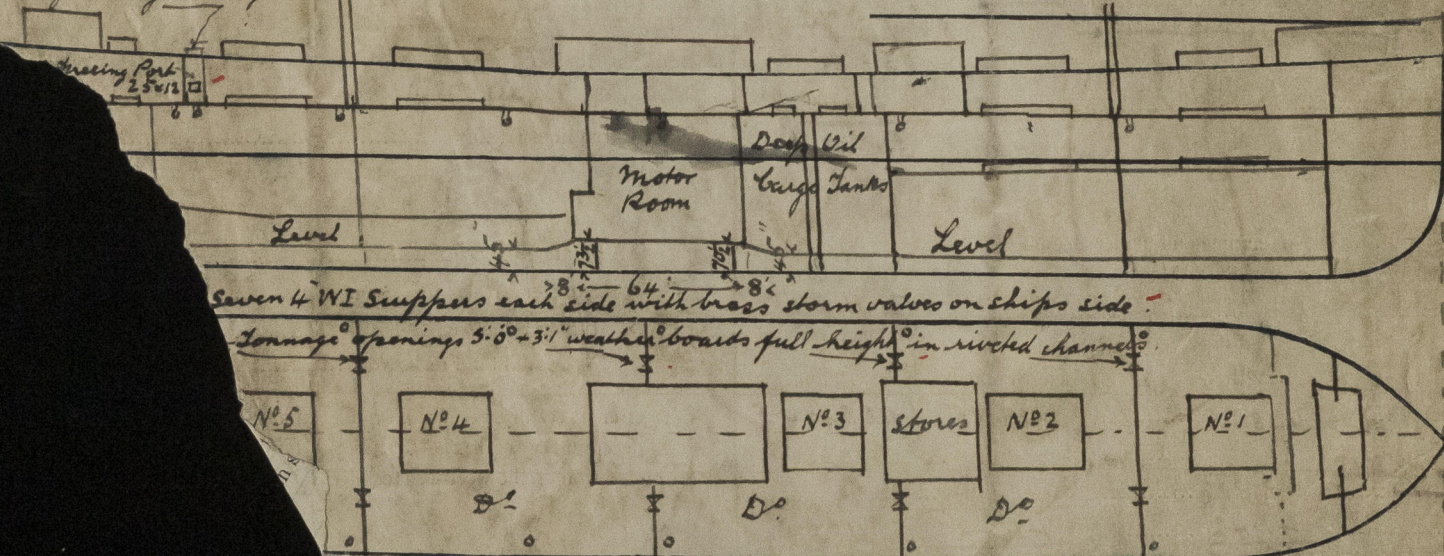
Length of Bulwarks in well

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.
<i>x</i>	<i>x</i>	<i>x</i>			

Total deficiency or excess = Sq. ft.

Tonnage opening 21' x 4' 8"
efficient means provided for
temporary closing



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

on of the Vessel *Verified copies of approved plans filed in London Office*

Harland & Wolffs N^o 883

Belfast Report N^o 10381

Thompson Ltd (Engs)

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