

## Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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 Port Glasgow.  
Date of Survey While Building.  
Name of Surveyor H. L. Swinton.

Ship's Name. <b>"CARRONWATER"</b>	Port of Registry and Nationality. <u>London</u> <u>British</u>	Official Number. <u>1149714</u>	Gross Tonnage. <u>1198.79</u>	Date of Build. <u>1926.</u>	Particulars of Classification. <u>+100 ft. "Hopper Dredger"</u> <u>(Contemplated).</u>
Number in Register Book <u>1</u>					
Registered dimensions from Ship's Register. Length on LOADLINE. <u>222.0</u>	LENGTH. <u>222.0</u>	BREADTH. <u>43.25</u>	DEPTH. <u>15.9</u> DEPTH TO LINE OF NORMAL PLATE <u>16.3</u> Ceiling + <u>10</u> Sheer + <u>16</u> Tanks INCLUDED TO WHOLE DET. LINE OF NORMAL PLATE OF FLOORS IN WAY OF HOPPER + <u>10.11</u> DECK FLOORS IN EIR. SPACE + <u>9.47</u> BUCKET WELL + <u>86.88</u>	UNDER DECK TONNAGE. <u>1198.79</u>	Moulded Depth as measured..... <u>17.6</u> Wood deck less stringer - <u>3.5</u> Addition for Keel below base line for draught record..... <u>17.25</u> for draught record..... <u>12</u> inches.
CORRECTED DIMENSIONS. <u>222.0</u>	<u>43.42</u>	<u>16.86</u>	<u>1285.25</u>		

Co-efficient of fineness.....  
Any modification necessary }  
[Para. 4 (a) to (e)]\* }  
Co-efficient as corrected .....  
.79  
.79

Sheer { Stem..... 49 }  $100 \div 2 = 50.25$  Mean 36 16.43  
at { Sternpost ... 31.5 } .46  
Sheer at  $\frac{1}{2}$  of the length from { Stem 37 }  $53 \div 2 = 26.75$  Mean  
Sternpost 16.5 } 26.75  
Gradual mean Sheer ..... 48.63  $\div .55 = 48.63$   
Standard mean Sheer [Table, Para. 18] ..... 32.20 Correction  
Difference..... 16.43  $\div 4 = 4.11$   
If limited as Para. 18 (f) Limited  $\frac{32.2}{2} \div 4 = -4$

Rise in Sheer { At front of bridge house.....  
from amidships }  
Para. 18 (e) { At after end of forecastle .....  
Fall in Sheer }  $\div 2 =$   
Para. 18 (d) }  
Length uncovered .....  
Correction

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.
Castle.....			
Bridge House .....			
Raised Qr. Dk.....			
Total .....			
Height of Ship .....			
Responding percentage } Para. 11, 12, 13, or 14) }			

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

	Fresh Water Line	above centre of Disc	
<u>Indian Summer Line</u>	"	"	"
<u>Winter Line</u>	"	"	"
<u>Winter North Atlantic Line</u>	"	"	"

When 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 amid-  
ships 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 stern-  
post. In vessels having poops and forecastles, it means the sheer measured at points distant  
one-eighth of the vessel's length from stem and stern-post.

CORRECTION FOR IRON DECK.  
Proportion covered, if less than  $\frac{7}{10}$ ths length covered .....  
Thickness of usual wood deck, less stringer .....  
Corrected  
for depth.

CORRECTION FOR ROUND OF BEAM.  
Breadth at Gunwale amidships.....  
Round of Beam .....  
Normal round.....  
Difference .....  
Proportion of Deck uncovered (Para. 19) .....

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

Freeboard, Table A .....  
Correction for Sheer .....  
Correction for Length .....  
Allowance for Deck Erections .....  
Correction for Round of Beam.....  
Correction for fall in Sheer (if any).....  
Correction for Steel Deck (if required) .....  
Additions for non-compliance with provisions of }  
Para. 11 (d) and (e) }  
Other Corrections (if any) Sum of hopper .....  
2-11 1/2

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 the  
intersection of the wood or steel deck with side. + 1 1/4

Winter Freeboard from deck line .....  
Summer " " " .....  
Indian Summer " " " .....  
N. A. Winter " " " .....

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 and the vessel's draft at time of  
survey, and also the usual load draft forward and aft should be reported.



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? *Bulk Angle framing.*

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? *By Steel Casings.*

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 *.31, Coaming .35, Stiffeners 4x3x30 ang. 30" apart.*

What is the height of the exposed Casings? *7'-0"* 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.		PORT. 7'-8" x 6'-0"		STAR. 7'-8" x 6'-0"							
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	21"		21"							
	Thickness { Sides.....	.34		.34							
	{ Ends.....	.34		.34							
SHIFTING BEAMS OR WEB PLATES.	Number .....										
	Section and Scantlings .....	None.		None.							
	Material .....										
* FORE AND AFTERS.	Number .....										
	Section and Scantlings .....	None.		None.							
	Material .....										
HATCHES Thickness .....		2 1/2"		2 1/2"							
Remarks.....		Solid.		Solid.							

\* 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.) *No side scuttles fitted.*

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? ☒

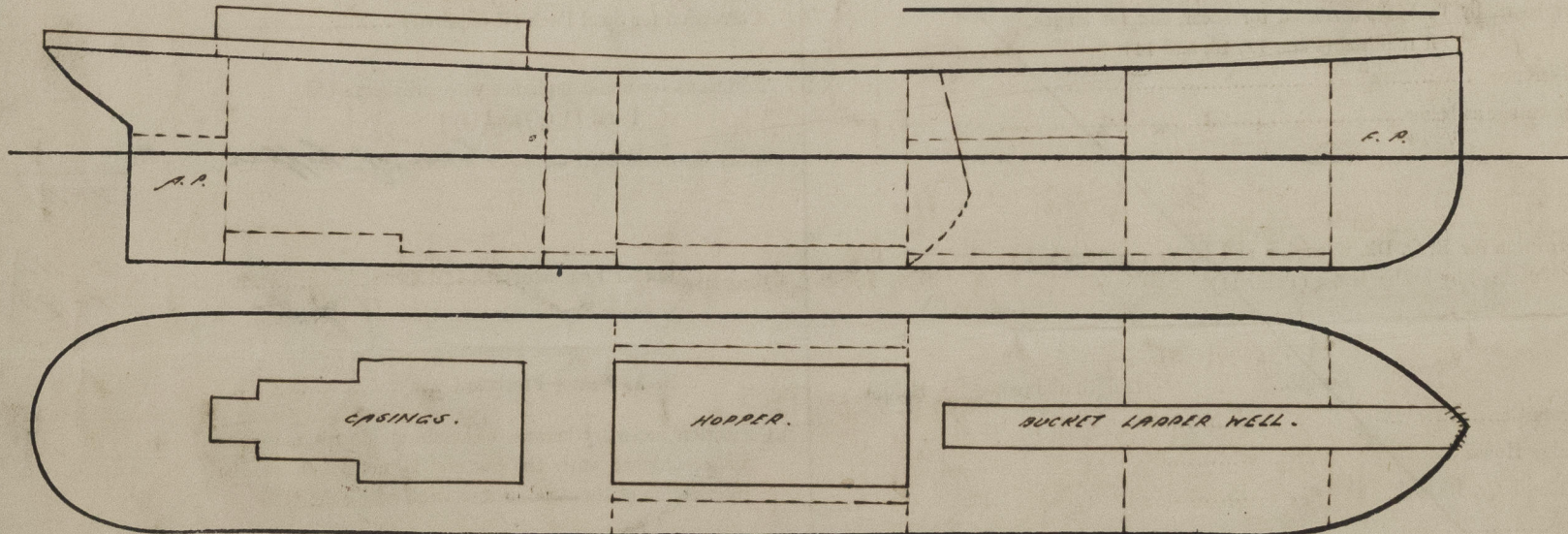
Delete the words { The Crew are, are not, berthed in the bridge house.  
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks ~~in well~~ *220' x 8'-0" high.*

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).	= 12.5	Sq. ft.
2.5	x	1.0	x	5			
	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 { *Swan screw Hopper Dredger. The vessel has been built in accordance with the approved plans of Midship Section a profile & B' plans forwarded herewith. Draft Reg. form attached.*

Builder's name and yard number *Serguson Brothers (Port Glasgow) Ltd. No. 279.*

Names of sister vessels ☒

Owners *L. M. & S. Railway Co.*

" Address *London.*

Fee £ 5 : - - Received by me *See R. Report*



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