

EXT Syd 27/10/32

17615

Lloyd's Register of British & Foreign Shipping.
SURVEYS FOR FREEBOARD.PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES,
HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES,
SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE

Delete words which do not apply.

Port of Survey

Date of Survey

Name of Surveyor

Ship's Name.	Gross Tonnage.	Official Number.	Type of Ship.	Date of Build.	Particulars of Classification.
S.S. Ashridge	2884	120500	me. SR deep framing	1905	100 A-1
Number in Register Book	1303				

Registered Length as shown by ship's register. 325.8 Breadth 47 Depth 22.25

Length on Loadline 325.5
Breadth 47Depth 22.25
Correction for excess or deficiency of Gradual Sheer (Para. 3) ... 8.3

Depth to be used 22.08

Tons 2740
und. Dk. will make
x 100

Efficient of fineness 777

Modification necessary [Para. 4 (a) to (e)]

Efficient as corrected 77

Stem 99
Sternpost 46 $145 \div 2 = 72.5$ MeanStem 56 1/2
Sternpost 25 $81.5 \div 2 = 40.75$ MeanDual Sheer
Standard Sheer (Table, Para. 18) 42.5
Difference 30 $\div 4 = -7 1/2$ CorrectionUse in Sheer { At front of bridge house
in amidships {
Para. 18 (e) { At after end of forecastle

ALLOWANCE FOR DECK ERECTIONS:—

Board, Table C 2.6 3/4
Correction for Length, if required (Para. 12 and 13) +2
Board by Table A, corrected for sheer, and for length, if required (Para. 12 and 13) 2.8 3/4
Difference 5-2
Height as below 2.5 1/4
29.2%

Correction for engine and boiler openings not being covered by bridge house, in cases coming under Para. 11

Allowance for Deck Erections

	Length.	Length allowed.	Height.
Stem	40	40	7-7
Bridge House	88	88	7-6
Raised Qr. Dk.			

Poop 22
Total 22
325.5 = 46

Length of Ship

Corresponding percentage (Para. 11, 12, or 13.) 29.2%

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	"	...

* 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.

Moulded Depth as measured 24'-10"

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 325.5
Length in Table 298
Difference 27.5Correction for 10ft., Table A 1.3
x Difference divided by 10 7
If 1/10ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12 +3 1/2

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered 46
Thickness of usual wood deck, less stringer 3 1/2

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 46
Round of Beam 11 3/4
Normal round 11 1/2
Difference 1/2 $\div 2 = 1/4$

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

Proportion of Deck uncovered (Para. 19)

Freeboard, Table A 5.6
Correction for Sheer -7 1/2
Correction for Length 4.10 1/2
Allowance for Deck Erections 5.2 1/2
Correction for Round of Beam 4.5 1/2Correction for Iron Deck (if required) -1 1/2
Additions for non-compliance with provisions of Para. 11 (d) and (e) † 4.4
Other corrections (if any)Winter Freeboard 4.4
Summer Freeboard 4.0
N. A. Winter Freeboard 4.6

Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side. 1 3/4

Winter Freeboard from deck line § 4.5 2/3
Summer " " " 4.1 2/3
N. A. Winter, " " " 4.7 2/3Amended Tables
March, 1906.† State dimensions of freeing port area on back of this form.
§ Marked in accordance with Sec. 437, M. S. Act, 1894.MARKING REPORT
RECEIVED 2 JUL 1906

006760-006771-0186

DELETE WORDS WHICH 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.

Freeing Ports (each side of vessel)

Ft.	Tenths.	Ft.	Tenths.	No.	}	=	Sq. Ft.
	x			x			
	x			x			

Total deficiency =

Sq. Ft.

Total excess =

"

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop?

Do. do. do. in the Raised Quarter Deck?

Do. do. do. Bridge House?

Do. do. do. 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?

State whether the Bridge House efficiently covers the Engine and Boiler Openings

Has the Bridge House an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc.

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?

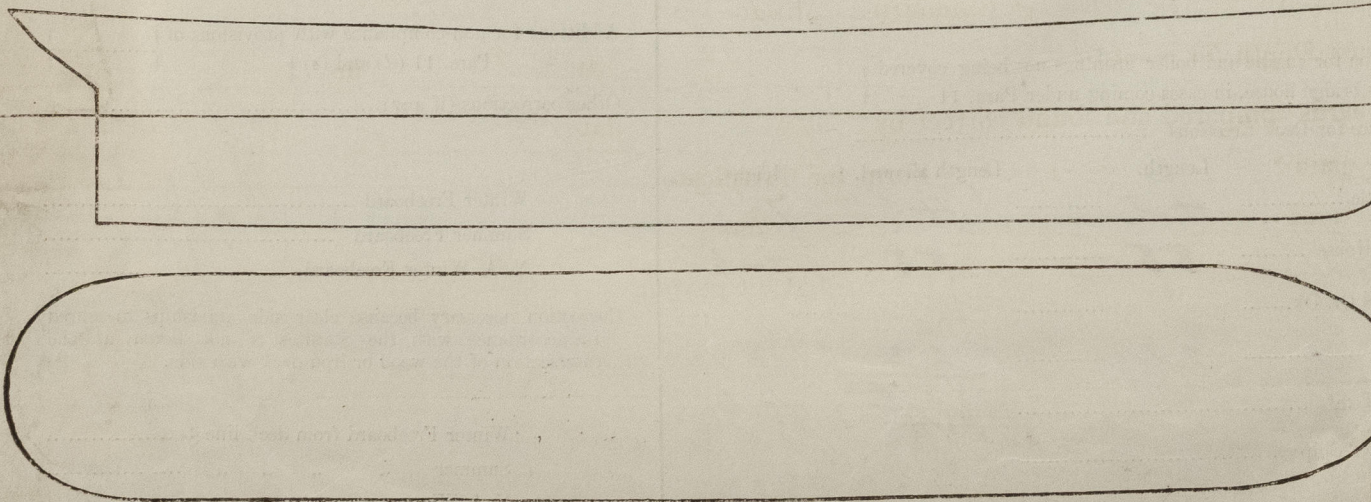
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end?

Are the Hatchways efficiently constructed? What is the thickness of the Hatches?

State the height of the Coamings in fore well? In after well

Are the exposed parts of the Engine and Boiler Casings efficiently constructed?

State any special features in the construction of the Vessel



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners

Address

Fee £

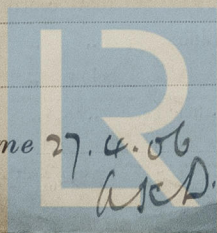
11: 4: 1906

Fee applied for

Received by me

27.4.06

APPLIED FOR IN LONDON



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