

London Register of Shipping.

CLUB SURVEYS

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 Southampton
Date of Survey while building
Name of Surveyor John A. Lawson

ABEILLE No 22 of Havre.
DAY SUMMERS No 180.
Ship's Name.
Single Screw Rescue Tug.
ST MINVER
Number in Register Book

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>ST MINVER</i>	<i>London British</i>	<i>112909</i>	<i>413.91</i>	<i>1919</i>	<i>A.1. for Towing Purposes contemplated.</i>

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>135</i>	<i>29.1</i>	<i>13.4</i>	<i>366.51</i>
Length on LOADLINE.	<i>135</i>	Frame Depth Rule <i>3 1/2</i> <i>2 1/2</i> Correction <i>- .42 to depth</i> <i>no sparway + .25</i>	Ceiling + .20 Sheer + .65 <i>1.33</i>	Peak <i>includ</i> Tanks <i>above</i> Eng. space <i>2nd Tank</i> <i>+ 11.84</i>
RECTED DIMENSIONS.	<i>135</i>	<i>28.93</i>	<i>15.88</i>	<i>378.35</i>

Moulded Depth as measured..... *16'-1 1/2"*
wood 5x6 less slugs $\frac{3}{3}$
Addition for Keel below base line for draught record..... *6*.....inches.
15'-10 1/2" to use

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.....	<i>135'-0"</i>
Length in Table	<i>190.5</i>
Difference	<i>55.5</i>
Correction for 10ft., Table A.	<i>1.0</i>
Table C.	<i>.5</i>
× Difference divided by 10	<i>- 5 1/2 (if required.)</i>
If $\frac{1}{10}$ ths length covered divide by 2	<i>- 2 3/4</i>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	
Thickness of usual wood deck, less stringer	<i>allowed in moulded depth</i>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<i>28'-1 1/2"</i>
Round of Beam	<i>7"</i>
Normal round.....	
Difference	$\div 2 =$
Proportion of Deck uncovered (Para. 19)	

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

Freeboard, Table A	<i>2.. 6 3/4</i>
Correction for Sheer	<i>- 2</i>
	<i>2.. 4 3/4</i>
Correction for Length	<i>- 5 1/2</i>
	<i>1.. 11 1/4</i>
Allowance for Deck Erections	<i>- 2</i>
	<i>1.. 9 1/4</i>
Correction for Round of Beam.....	<i>-</i>
Correction for fall in Sheer (if any).....	<i>+ 1</i>
	<i>1.. 10 1/4</i>
Correction for Iron Deck (if required)	
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other Corrections (if any) <i>scantling & construction</i>	<i>+ 3</i>
	<i>2.. 13 1/4</i>

Winter Freeboard	<i>2.. 1 1/4</i>
Summer Freeboard	<i>1.. 11 3/4</i>
Indian Summer Freeboard	<i>-</i>
N. A. Winter Freeboard	<i>-</i>
Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side.	<i>1 1/4</i>

Winter Freeboard from deck line	<i>2.. 2 1/2</i>
Summer " " " "	<i>2.. 1</i>
Indian Summer " " " "	<i>-</i>
N. A. Winter " " " "	<i>-</i>

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

Fresh Water Line above centre of Disc	<i>2'-1"</i>
Indian Summer Line " " " "	<i>3 1/2</i>
Winter Line below " " " "	<i>1 1/2</i>
Winter North Atlantic Line " " " "	<i>-</i>

Efficient of fineness..... *.61*
Modification necessary [Para. 4 (a) to (e)]*
Efficient as corrected *Lowered in Table. 68*

Sheer { Stem..... *66"* } $95.5 \div 2 = 47.75$ Mean *46.81*
 at { Sternpost ... *29.5* } *23.64* } 31.07 Mean *23.31*
 Sheer at $\frac{1}{4}$ of the length from { Stem *38.5* } $51.5 \div 2 = 25.75$ Mean $\div .55 = 46.81$
 Sternpost *13"* }
 Gradual mean Sheer *31.07*
 Standard mean Sheer [Table, Para. 18] *15.94* Correction
 Difference..... *15.13* $\div 4 =$
 If limited as Para. 18 (f) $\frac{15.94}{2} \div 4 = - 2$

Rise in Sheer { At front of bridge house..... *17 1/2"*
 from amidships }
 Para. 18 (e) { At after end of forecastle

Fall in Sheer { *2* $\div 2 = 1$
 Para. 18 (d) }
 Length uncovered

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....	<i>0.. 7 3/4</i>
Correction for Length, if required (Para. 12, 13, and 14)	<i>- 2 3/4</i>
	<i>0.. 4 1/4</i>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<i>2.. 1 1/4</i>
Difference	<i>1.. 9</i>
Percentage as below.....	<i>9.46%</i>
	<i>= 2</i>
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..... <i>34-6"</i>	<i>33.25</i>	<i>7-6"</i>
Bridge House		
Raised Qr. Dk.....		
Total	$\frac{33.25 \times 8}{135} = 1.97$ sigfigs	
Height of Ship		

Corresponding percentage (Para. 11, 12, 13, or 14) { $15.76 \times \frac{6}{10} = 9.46\%$

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

3. 12. 19

† 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 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.

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