

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

20 DEC 1928

Index No. 33020
(For London Office only.)

17499.

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 Lith
Date of Survey 11th building
Name of Surveyor Frank Edwards

Ship's Name. Henry Robt Ltd
Shipyards No. "125"
Number in Register Book
Port of Registry and Nationality. British
Official Number. 160821
Gross Tonnage. 412
Date of Build. 1929
Particulars of Classification. +100A1 Twin Grab Hopper Dredger
"Strengthened for Navigation in Ice"

Registered dimensions from ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>139.50</u>	<u>29.60</u>	<u>12.20</u>	<u>392.83</u>
Length on LOADLINE.	<u>139.50</u>	Frame Depth <u>5</u> Rule <u>3 1/2</u> <u>2 x 1/2</u> <u>- .25</u> <u>No Sheering + .33</u>	Ceiling <u>NO</u> Sheer <u>1.20</u> <u>÷ 62</u>	Peak Tanks <u>ER Floors + 3 Tons</u>
CORRECTED DIMENSIONS.	<u>139.50</u>	<u>29.63</u>	<u>13.02</u>	<u>398.36</u>

Moulded Depth as measured..... 12'-9"
Rule wood 0" in str
- 3 1/4
Addition for Keel below base line for draught record... 1/4...inches.
12-5 3/4

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.....	<u>139.50</u> ✓
Length in Table	<u>149.75</u> ✓
Difference	<u>10.25</u> ✓
Correction for 10ft., Table A.	<u>.9</u> Table C.
× Difference divided by 10	<u>.92</u> (if required.)
If 1/10ths length covered divide by 2	<u>-1</u> ✓

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered	<u>Corrected for in hold</u>
Thickness of usual wood deck, less stringer	<u>3/4</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>29.62</u>
Round of Beam	<u>7.5</u>
Normal round.....	<u>7.4</u>
Difference	<u>.1</u> ÷ 2 = <u>.05</u> ✓
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..... .737
Any modification necessary [Para. 4 (a) to (e)]* ✓
Co-efficient as corrected74

Sheer { Stem..... 60.5 } 91.5 ÷ 2 = 45.75... Mean 23.95
at { Sternpost ... 31 } 36 } 122.41
16.36
23.95
1.62

Sheer at 1/3 of the length from { Stem 34 } 51 ÷ 2 = 25.5... Mean 55.4636
{ Sternpost 17 } 54.75 } 46.05
54.75 } 46.36 } 46.05
Gradual mean Sheer [Table, Para. 18] 23.95 Correction
Standard mean Sheer [Table, Para. 18] 22.10 ÷ 4 =
Difference.....
§ If limited as Para. 18 (f) 23.95 ÷ 4 = 2.993
2 } -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) } Lowest point amidships
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. 11, 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, Table A	<u>1'-10"</u>
Correction for Sheer	<u>.3</u> ✓
Correction for Length	<u>1'-7"</u> ✓
Allowance for Deck Erections	<u>-1</u> ✓
Correction for Round of Beam.....	<u>1'-6"</u> ✓
Correction for fall in Sheer (if any).....	✓
Correction for Steel Deck (if required) ..	<u>Allowed in reduced mid depth</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	✓
Other Corrections (if any)	<u>hopper sides + 1/2"</u> <u>1'-6 1/2"</u>
Winter Freeboard	<u>1'-6 1/2"</u> ✓
Summer Freeboard	<u>1'-5 1/2"</u> ✓
Indian Summer Freeboard	<u>1'-4 1/2"</u> ✓
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 1/2 ✓

Winter Freeboard from deck line	<u>1-7 3/4</u> ✓
Summer " " " "	<u>1-6 3/4</u> ✓
Indian Summer " " " "	<u>1-5 3/4</u> ✓
N. A. Winter " " " "	✓

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

Fresh Water Line above centre of Disc	<u>1'-6 1/2"</u> ✓
Indian Summer Line " " " "	<u>3"</u> ✓
Winter Line below " " " "	<u>1"</u> ✓
Winter North Atlantic Line " " " "	<u>1"</u> ✓

† 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. Dk. 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.

† 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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Lloyd's Register
MARKING FORM
RECEIVED 5 JAN 1929

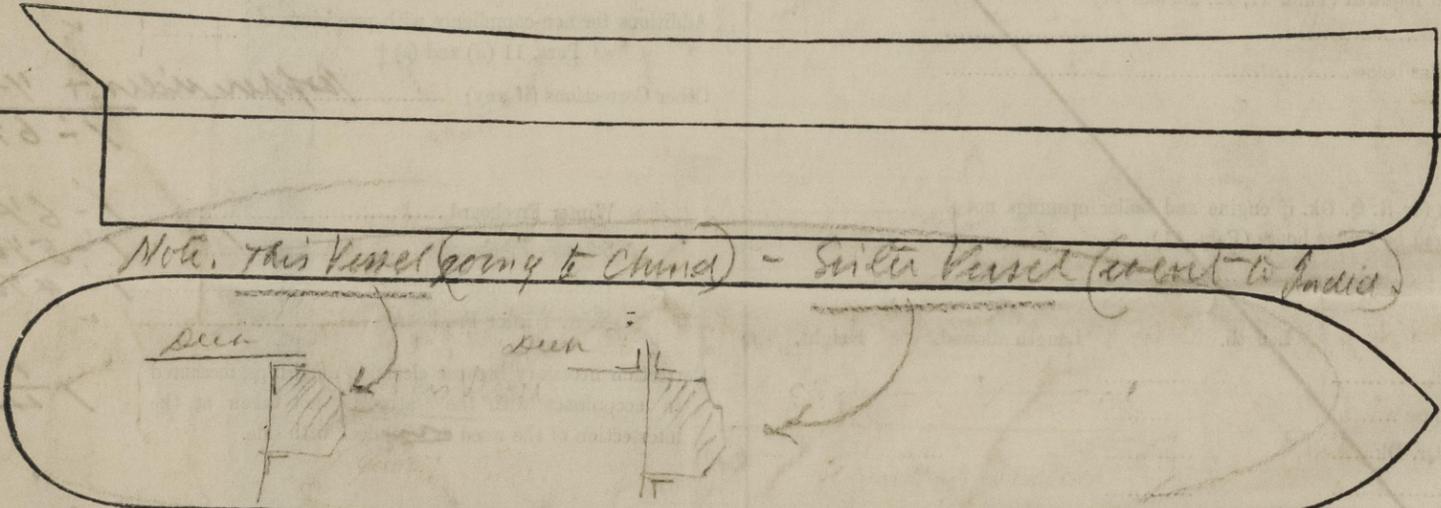
Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle?
 To what height do the Reverse Frames extend?
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead
 Is 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? *Steel Deckhouse*
 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 *.30 3 1/2 x 3 x .26 @ 27"*
 What is the height of the exposed Casings? *7'-0"* Are suitable means provided for closing all openings in them in bad weather? *Steel doors*
 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.								
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.
 (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. }
 x x } Freeing Ports = Sq. ft.
 x x } (each side of vessel)
 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 *Twin Grab/Hopper Dredge.*
maintain section & profile plans and enclosed for reference
a photoard request is enclosed. The kind is to proceed under steam to China & the
 Builder's name and yard number *(Munro & Co. Ltd. Shipyard No. 125)* *suitably prepared for work*
 Names of sister vessels *"RUKAMAVATI" (Munro & Co. Ltd. S.P.C. No. 35)*
 Owners *Priestman Bros Ltd*

Address *Holderness Foundry, Hull.*
 Fee £ *2-15-0* Received by me *See F.C. Report.*
To be charged with P.F.

