

# Lloyd's Register of British & Foreign Shipping.

## SURVEYS FOR FREEBOARD.

TUES. JAN 22 1907

17150  
No. 52219.

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Port of Survey Newcastle-on-Tyne  
Date of Survey 21<sup>st</sup> Jan 1907.  
Name of Surveyor J. Kendall

Delete words which do not apply.

**TAVA**

Ship's Name. <u>S.S. "SIMONE"</u>	Gross Tonnage. <u>1164</u>	Official Number. <u>Copenhagen</u>	Type of Ship. <u>Steel H. P. B. 47.</u>	Date of Build. <u>1904-5</u>	Particulars of Classification. <u>100 A1.</u>
Number in Register Book <u>1032</u>					

Registered Length as shown by ship's register. } <u>232</u>	Breadth	<u>35.0</u>	Depth	<u>16.6</u>
Length on Loadline	<u>232.0</u>			
Breadth	<u>35.0</u>			
Deep frames	<u>-5</u>			
Breadth to use	<u>34.5</u>			

Depth	<u>16.6</u>	Tons und. Dk.	
Correction for excess or deficiency of Gradual Sheer (Para. 3)	<u>.41</u>		
Depth to be used	<u>17.01</u>		
		$\times 100$	<u>1042.94</u>
		after peak	<u>8.75</u>
		fore	<u>11.87</u>
			<u>1074.06</u>

Efficient of fineness	<u>.79</u>
Any modification necessary [Para. 4 (a) to (e)*]	<u>Call 1013</u>
Efficient as corrected	<u>.77</u>

Sheer at Stem	<u>63</u>	} <u>96</u> $\div 2 = 48$ ... Mean
at Sternpost	<u>33</u>	
Sheer at $\frac{1}{2}$ of the length from Stem	<u>35</u>	} <u>54</u> $\div 2 = 27$ ... Mean
at Sternpost	<u>19</u>	
Gradual Sheer		
Standard Sheer (Table, Para. 18)	<u>33.2</u>	Correction
Difference	<u>14.8</u>	$\div 4 = -3\frac{3}{4}$

Rise in Sheer from amidships	} At front of bridge house
Para. 18 (e)	

ALLOWANCE FOR DECK ERECTIONS:-

Freeboard, Table C	<u>1-1<math>\frac{1}{2}</math></u>
Correction for Length, if required (Para. 12 and 13)	<u>+ <math>\frac{1}{4}</math></u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13)	<u>3-3<math>\frac{1}{2}</math></u>
Difference	<u>2-1<math>\frac{3}{4}</math></u>
Percentage as below	<u>30.09%</u>

Forecastle	Length.	Length allowed.	Height.
Forecastle	<u>28.5</u>	<u>28.5</u>	<u>7-0</u>
Bridge House	<u>59.4</u>	<u>59.4</u>	<u>7-2</u>
Raised Qr. Dk.			
Op.	<u>21.8</u>	<u>21.8</u>	<u>7-0</u>
Total		<u>109.7</u>	
Length of Ship		<u>232</u>	
Percentage			<u>.4728</u>

Percentage as below } 30.09%  
(Para. 12, & 13)

Moulded Depth as measured 18.10

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	<u>232</u>
Length in Table	<u>226</u>
Difference	<u>6</u>
Correction for 10ft., Table A	<u>1.1</u>
$\times$ Difference divided by 10	<u>.66</u>
If $\frac{1}{10}$ ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12	<u>+ <math>\frac{3}{4}</math></u>
Table C. (if required)	<u>.6</u>
	<u>+ <math>\frac{1}{4}</math></u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>.47</u>
Thickness of usual wood deck, less stringer	<u>3<math>\frac{1}{2}</math></u>
	<u>-1<math>\frac{3}{4}</math></u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships	
Round of Beam	<u>8<math>\frac{3}{4}</math></u>
Normal round	<u>8<math>\frac{3}{4}</math></u>
Difference	<u><math>\div 2 =</math></u>
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	<u>3-6<math>\frac{1}{2}</math></u>
Correction for Sheer	<u>-3<math>\frac{3}{4}</math></u>
Correction for Length	<u>3-2<math>\frac{3}{4}</math></u>
	<u>+ <math>\frac{1}{4}</math></u>
Allowance for Deck Erections	<u>3-3<math>\frac{1}{2}</math></u>
	<u>-7<math>\frac{3}{4}</math></u>
Correction for Round of Beam	<u>2-7<math>\frac{3}{4}</math></u>
Correction for Iron Deck (if required)	<u>-1<math>\frac{3}{4}</math></u>
	<u>2-6</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other corrections (if any)	
Winter Freeboard	<u>2-6</u>
Summer Freeboard	<u>2-3<math>\frac{1}{2}</math></u>
N. A. Winter Freeboard	<u>2-8</u>
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.	<u>1<math>\frac{1}{2}</math></u>
Winter Freeboard from deck line §	<u>2-7<math>\frac{1}{2}</math></u>
Summer " " " "	<u>2-5</u>
N. A. Winter, " " " "	<u>2-9<math>\frac{1}{2}</math></u>

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

Fresh Water Line	above centre of Disc	<u>2-5</u>
Indian Summer Line	" " "	<u>4</u>
Winter Line	below " "	<u>2<math>\frac{1}{2}</math></u>
Winter North Atlantic Line	" " "	<u>2<math>\frac{1}{2}</math></u>

Amended Tables March 1906.

MARKING REPORT RECEIVED 18 JUL 1928

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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 B.Q.D. is to be taken from the level of the top of the amidship beam.

† State dimensions of freeing port area on back of this form  
§ Marked in accordance with Sec. 437, M. S. Act, 1894

22.1.07  
Lloyd's Register 22.1.07

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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? Yes

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

Do. do. do. Bridge House? Yes

Do. do. do. Forecastle? Yes

To what height do the Reverse Frames extend? Bulk Angle 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 No openings

Is the Poop ~~or raised Quarter Deck~~ connected with the Bridge House? No

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

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

Give particulars of the means for closing the openings in Bulkhead Hinged Doors

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc. Bulk Angles 6 1/2 x 3 x 9/16 spaced 30" apart + kneeed top + bottom

Has the Bridge House an efficient Iron Bulkhead at the after end? Yes

How are the openings closed? Storm boards half height in channels permanently riveted to bulkhead

Is the forecastle at least as high as the main or top-gallant rail? Yes

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

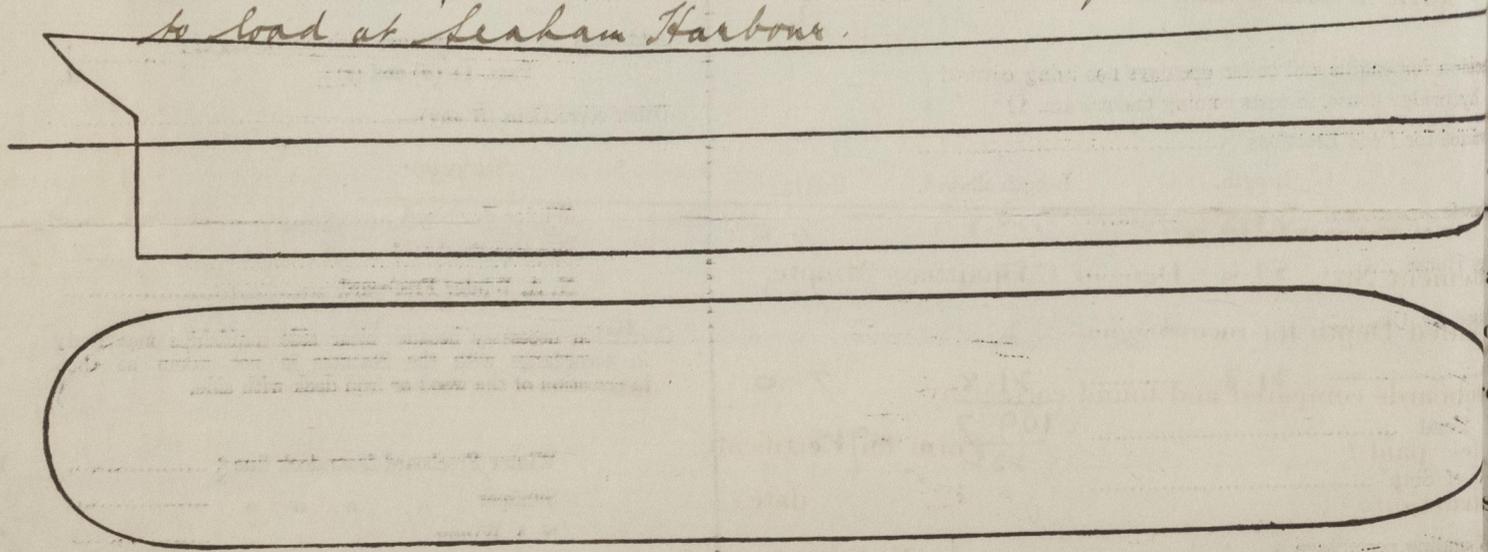
Are the Hatchways efficiently constructed? Yes What is the thickness of the Hatches? 2 1/2"

State the height of the Coamings in fore well? 36" In after well 36"

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

State any special features in the construction of the Vessel

The Owners would feel obliged if they could be advised by telegram of the amended freeboard which could be assigned in this case, as the vessel is to leave the Tyne to-morrow night to load at Seaham Harbour.



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

Owners

Address

Fee £ 3 : 3 : 0

Received by me

Applied for 21.1.07.



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