

Lloyd's Register of British & Foreign Shipping.
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Ply. Rpt. No 5261

JUN 1909

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 PLYMOUTHDate of Survey April 1909Name of Surveyor J. A. L. G.Ship's Name. VinciaPort of Registry and Nationality. LondonOfficial Number. 129004Gross Tonnage. 150.08Date of Build. 1909Particulars of Classification. 100A1 contemplated

Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<u>96.2</u>	<u>20.6</u>	<u>10.9</u>	<u>133.29</u>

Length on LOADLINE

94.0Frame Depth 4 Ceiling Rule 3 Sheer

Peak Tanks

* frame 4 x 2 1/2 x 1/20

= .16

CORRECTED DIMENSIONS.

9420.4410.9133.29

Coefficient of fineness

.63

modification necessary

[Para. 4 (a) to (e) *]

Coefficient as corrected

Lowest in table .68Stem... 30 } $52 \frac{1}{4} \div 2 = 26 \frac{1}{8}$ MeanSternpost... 22 1/4 } $23 \frac{1}{2} \div 2 = 11 \frac{3}{4}$ Meanat 1/2 of the length from { Stem 10 3/4 } $23 \frac{1}{2} \div 2 = 11 \frac{3}{4}$ MeanSternpost 12 3/4 }actual mean Sheer 21.36standard mean Sheer (Table, Para. 18) 19.4Difference..... $1.96 \div 4 = .49$ if limited as Para. 18 (f)..... Same as .49

Rise in Sheer { At front of bridge house.....

from amidships { At after end of forecastle

Para. 18 (e)]

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.

Forecastle.....

Bridge House

Raised Qr. Dk.....

Total

Length of Ship

Corresponding percentage {

(Para. 11, 12, 13, or 14) }

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

" " "

Moulded Depth as measured.....

11-4"

Top of beam at middle to

top of keel bottom of frame

Less round of beam

11-9 1/2"5 1/2" = 11-4"

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.....

94

Length in Table

136

Difference

42

Correction for 10ft., Table A.

.9

Table O.

x Difference divided by 10

3.78

(if required.)

If 1/10ths length covered divide by 2

3 3/4

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered

Thickness of usual wood deck, less stringer.....

wood deck

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....

20.6

Round of Beam.....

5.5

Normal round

5.15

Difference

35

Proportion of Deck uncovered (Para. 19)

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 Iron Deck (if required) wood deck

except for 18 1/2 feet amidships

Additions for non-compliance with provisions of }

Para. 11 (d) and (e) }

Other Corrections (if any) 5 feet trim by stern

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 iron deck with side.

Winter Freeboard from deck line

Summer " " " "

Indian Summer " " " "

N. A. Winter, " " " "

Iron " " " "

Amended Tables

March 1906.

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 actual load draft for the vessel, should be reported

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P.T.O.

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 having an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the total standard in an sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles it means the sheer measured at points distant 1/10th of the vessel's length from stem and sternpost.

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?

3/16" and Coaming plate? 3/16"

Give scantlings and spacing of the Stiffeners

24 to 30 ft apart

Are bracket plates fitted at each end of the Stiffeners?

yes

Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

yes

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

yes

How are the openings closed?

Iron doors

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?

Boiler - Steel deck house with bridge over

If the openings are not so protected are the exposed parts of the Casings efficiently constructed?

Give thickness of plating; scantlings and spacing of Stiffeners

3/16" 3 x 2 1/2 x 3/16"

24 to 30 ins apart

What is the height of the exposed Casings?

Are suitable means provided for closing all openings in them in bad weather?

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:—

yes

Position and Size.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
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										

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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 (a) each side of vessel =

Sq. ft.

Ft. Tenths. Ft. Tenths. No.

Freeing Ports (each side of vessel) =

Sq. ft.

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

The outer plating of this vessel

is doubled from Stem to Collision bulkhead up to the water line

Owners

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Received by me

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