

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR 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 *Newcastle*
Date of Survey *28 Jan 1915*
Name of Surveyor *E. J. Milton*

Ship's Name. *Northwestern Miller*
Number in Register Book *31 in Sup*
Port of Registry and Nationality. *West-Adl British*
Official Number. *137431*
Gross Tonnage *5046*
Date of Build. *1915*
Particulars of Classification. *100 ft. Shelter Deck with freeboard (Contemplated)*

Registered Dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>419.8</i>	<i>53.4</i>	<i>29.8</i>	<i>4745.51</i>
Length on LOADLINE.	<i>419.8</i>	Frame Depth <i>10</i> Rule <i>6</i> <i>4x2 = 66</i>	Ceiling <i>+ 2</i> Sheer <i>+ 1.1</i> <i>Level tank</i>	Peak Tanks <i>9 frames in fore hold</i> <i>= -360</i>
CORRECTED DIMENSIONS.	<i>419.8</i>	<i>52.74</i>	<i>29.1</i>	<i>4742.51</i>

Moulded Depth as measured..... *30.6*

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

Co-efficient of fineness..... *736*
Any modification necessary [Para. 4 (a) to (e)]* *.02 Cell 8th*
Co-efficient as corrected *716*

CORRECTION FOR LENGTH.
Length of Ship on Loadline..... *419.8*
Length in Table *366*
Difference *53.8*
Correction for 10ft., Table A. *1.5* Table C.
× Difference divided by 10 *8.070* (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 *+ 4*

CORRECTION FOR IRON DECK.
Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer *- 3 1/2*

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships..... *52.1*
Round of Beam *13*
Normal round..... *13*
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

Sheer { Stem..... *120*
at { Sternpost ... *60* } $180 \div 2 = 90$... Mean
Sheer at $\frac{1}{8}$ of the length from { Stem *69*
Sternpost *32* } $101 \div 2 = 50.5$... Mean
Gradual mean Sheer *91.8* *90.9* $\div 55 = 91.81$
Standard mean Sheer [Table, Para. 18] *51.98* Correction
Difference..... $3892 \div 4 = 973$
§ If limited as Para. 18 (f)..... $- 9 \frac{3}{4}$

Rise in Sheer { At front of bridge house.....
from amidships { At after end of forecastle

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *4 - 5.30* *4.5 3/4*
Correction for Length, if required (Para. 12, 13, and 14)
Freeboard by Table A, corrected for sheer, and for length, } *6.8 1/2*
if required (Para. 12, 13, and 14) }
Difference *2 - 3.24* *2.3 1/4*
Percentage as below *94.4%*

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)
Allowance for Deck Erections *25.94* *25.7 3/4*

	Length.	Length allowed.	Height.
Forecastle.....	<i>384.65</i>	<i>384.54</i>	<i>8.6</i>
Bridge House.....	<i>4.5</i>		
Poop.....	<i>30.10</i>	<i>30.84</i>	<i>8.6</i>
Total	<i>419.95</i>	<i>415.38</i>	
Length of Ship		<i>417.59</i>	<i>994</i>
Corresponding percentage (Para. 11, 12, 13, or 14)	<i>94.4%</i>		

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 " " "

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. *1 3/4*

Winter Freeboard *4.7 1/4*
Summer Freeboard *4.1 3/4*
Indian Summer Freeboard *3.7 1/4*
N.A. Winter Freeboard

Winter Freeboard from deck line *4.9 1/4*
Summer " " " *4.3 1/4*
Indian Summer " " " *3.9 1/4*
N.A. Winter " " " *4.3*

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.

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Reverse angle frames to upper deck*
 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? *Yes* Has the Bridge House an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead *Complete shelter deck*
 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? *8.6* 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? *Covered by shelter deck*
 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
 What is the height of the exposed Casings? *7.0* Are suitable means provided for closing all openings in them in bad weather? *Yes*
 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.	No. 1. 2. 5. 6. 26.6 x 18.0		No. 3. 13.3 x 18.0		No. 4. 15.5 1/2 x 18.0					
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING										
Height above top of DECK	31		31		31					
Thickness { Sides.....	48		36		40					
Ends.....	40		36		36					
SHIFTING BEAMS OR WEB PLATES										
Number	4		2		2					
Section and Scantlings	4 x 3 x 40		4 x 3 x 40		4 x 3 x 40					
Material	26.20 x 40		21.15 x 34		26.20 x 40					
	6" flange Steel		6" flange Steel		6" flange Steel					
* FORE AND AFTERS										
Number										
Section and Scantlings	None		None		None					
Material										
HATCHES Thickness	3" W.P.		3" W.P.		3" W.P.					
Remarks.....	Hatch covers fitted fore and aft									

* 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 (e) each side of vessel = Sq. ft.

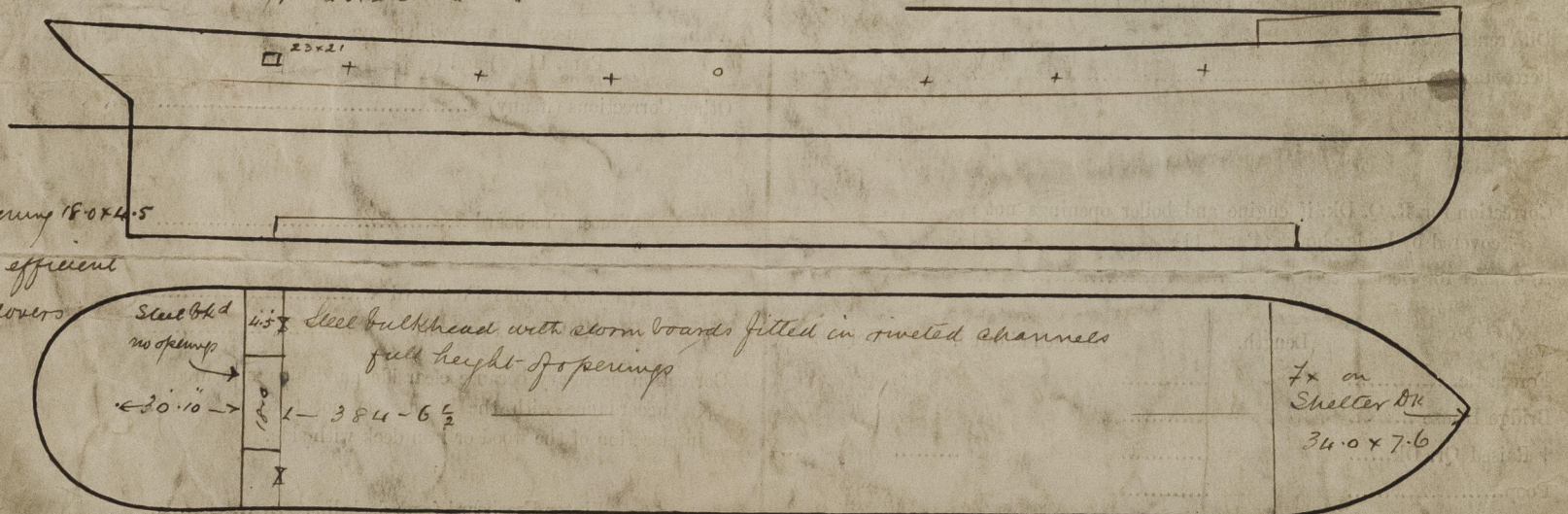
Ft. Tenths. Ft. Tenths. No.

Freeing Ports (each side of vessel) = Sq. ft.

Total deficiency or excess = Sq. ft.

6 Collision scuppers from upper deck each side

1 Freeing port 23 x 21 in way of tonnage opening
 + 6 Cargo ports 3.2 x 2.6 each side
 + 1 Coal port 2.6 x 2.6



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 *This report refers to The Northumberland, Co. No. 221 the approved plans of which are forwarded for reference.*

Owners

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