

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 *Middlesbrough*
 Date of Survey *7 July 1910*
 Name of Surveyor

Ship's Name. <i>Sir R. Dixon</i> No <i>559</i> Number in Register Book	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification. <i>100A.1.</i> <i>contemplated</i>
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Registered dimensions from Ship's Register.	LENGTH. <i>380</i>	BREADTH. <i>53.6</i>	DEPTH. <i>27.75</i> ?	UNDER DECK Tonnage.
Length on LOADLINE	<i>379.33</i>	Frame Depth Rule „ <i>6</i>	Ceiling <i>fitted</i> Sheer	Peak Tanks
CORRECTED DIMENSIONS.			<i>6' drop in Tank + .25</i>	

Given

Moulded Depth as measured..... *29. 1/2*

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>379.33</i>
Length in Table	<i>355.5</i>
Difference	<i>23.83</i>
Correction for 10ft., Table A.	<i>1.5</i> Table C. <i>.8</i>
× Difference divided by 10	<i>3.57</i> (if required.) <i>1.91</i>
If $\frac{6}{10}$ ths length covered divide by 2	<i>+3 1/2</i> <i>+2</i>

Co-efficient of fineness *Displacement coefficient given as about .795*

Any modification necessary [Para. 4 (a) to (e) *]

Co-efficient as corrected *Say .80 Tonnage provisionally*

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered	<i>4876</i>
Thickness of usual wood deck, less stringer.....	<i>3 1/2</i>
	<i>1.71</i> <i>-1 3/4</i>

Sheer { Stem... *112 1/2* } *153 ÷ 2 = 76.5*... Mean
 at { Sternpost... *40 1/2* }

Sheer at $\frac{1}{4}$ of the length from { Stem *61 1/2* } *83 ÷ 2 = 41.5*... Mean
 { Sternpost *21 1/2* }

Gradual mean Sheer *75.45*

Standard mean Sheer (Table, Para. 18) *47.93* Correction

Difference..... *27.52 ÷ 4 = 7*

§ If limited as Para. 18 (f).....

Sheers measured in relation to midship height

CORRECTION FOR ROUND OF BEAM.

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

Breadth at Gunwale amidships.....	<i>52. 11 1/2</i>
Round of Beam.....	<i>12 3/4</i>
Normal round	<i>13 1/4</i>
Difference	<i>1/2 ÷ 2 = 1/4</i>
Proportion of Deck uncovered (Para. 19)	<i>51. 13</i> <i>+ 1/4</i>

Rise in Sheer { At front of bridge house.....
 from amidships [Para. 18 (e)] { At after end of forecastle

¶ Fall in sheer {
 Para. 18 (d) } ÷ 2 =

Length uncovered Correction

Freeboard, Table A	<i>7. 6.625</i>	<i>7. 6 3/4</i>
Correction for Sheer	<i>- 6.88</i>	<i>- 7</i>
	<i>6. 11.74</i>	<i>6. 11 3/4</i>
Correction for Length	<i>+ 3.57</i>	<i>+ 3 1/2</i>
	<i>7. 3.31</i>	<i>7. 3 1/4</i>
Allowance for Deck Erections	<i>- 10.52</i>	<i>- 10 1/2</i>
	<i>6. 4.79</i>	<i>6. 4 3/4</i>
Correction for Round of Beam.....	<i>+ .13</i>	<i>+ 1/4</i>
	<i>6. 4.92</i>	<i>6. 5</i>
Correction for fall in Sheer (if any)		
Correction for Iron Deck (if required)	<i>1.71</i>	<i>- 1 3/4</i>
	<i>6. 3.21</i>	<i>6. 3 1/4</i>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †		
Other Corrections (if any).....		

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<i>4. 3.625</i>	<i>4. 3 1/2</i>
Correction for Length, if required (Para. 12, 13, and 14).....	<i>.91</i>	<i>2</i>
	<i>4. 5.53</i>	<i>4. 5 1/2</i>
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14).....	<i>7. 3.31</i>	<i>7. 3 1/4</i>
Difference	<i>2. 9.78</i>	<i>2. 9 3/4</i>
Percentage as below.....	<i>10.52</i>	<i>31.13 %</i>
		<i>10 1/2</i>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

Allowance for Deck Erections

Winter Freeboard	<i>6. 3.21</i>	<i>6. 3 1/4</i>
Summer Freeboard	<i>5. 9.98</i>	<i>5. 10</i>
Indian Summer Freeboard	<i>5. 4.75</i>	<i>5. 4 3/4</i>
N. A. Winter Freeboard		

Correction necessary because clearside amidships, measured in accordance with the Statute, is not taken at the intersection of the ~~wood~~ iron deck with side. *1 3/4*

Winter Freeboard from deck line	<i>6. 4.96</i>	<i>6. 5</i>
Summer „ „ „	<i>5. 11.22</i>	<i>5. 11 3/4</i>
Indian Summer „ „ „	<i>5. 6.50</i>	<i>5. 6 1/2</i>
N. A. Winter „ „ „		

	Length.	Length allowed.	Height.
Forecastle.....	<i>4. 6. 34' 6"</i>	<i>35.73</i>	<i>8.0</i>
Bridge House	<i>110.0</i>	<i>111.0</i>	<i>8.0</i>
† Raised Qr. Dk.....			
Poop.....	<i>38.3</i>	<i>38.25</i>	<i>8.0</i>
Total		<i>184.98</i>	<i>.4876</i>
Length of Ship		<i>379.33</i>	
Corresponding percentage (Para. 12, 13, & 14).....	<i>31.13 %</i>		

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

<i>14. 7. 10</i>	Fresh Water Line	above centre of Disc
	Indian Summer Line	„ <i>Amended Tables</i>
	Winter Line	below <i>March, 1906</i>
	Winter North Atlantic Line	„ „

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? 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?

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? 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:—

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

* 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?

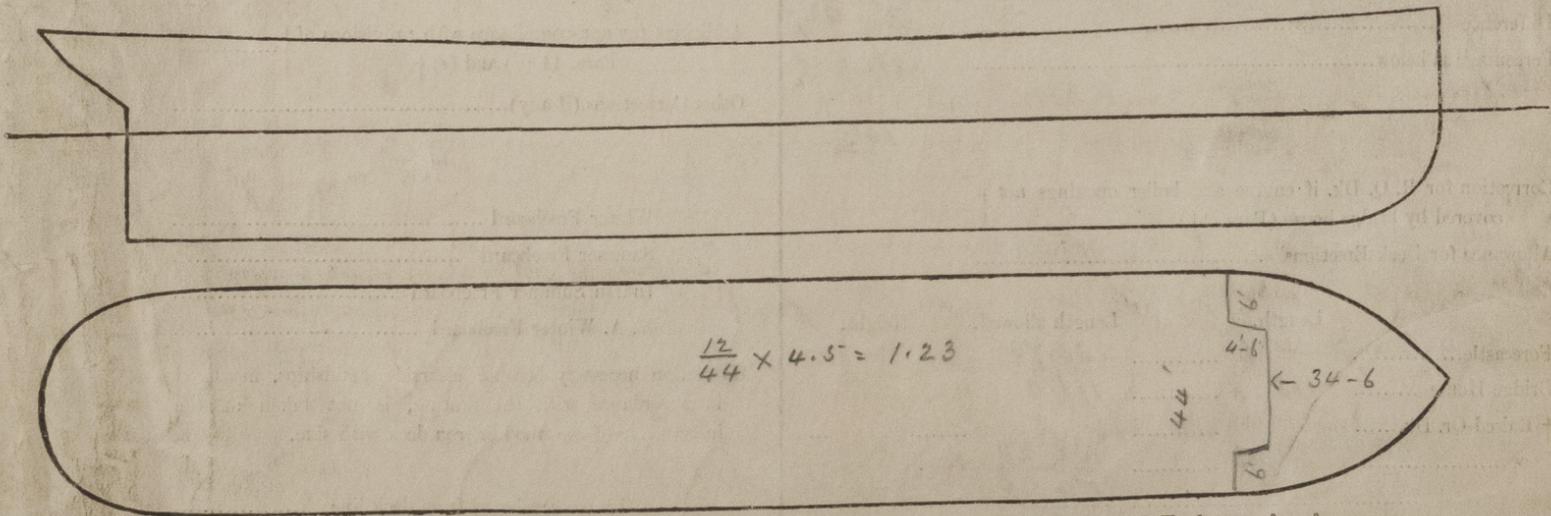
Delete the words { The Crew are, are not, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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.



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

Owners

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