

Hull 7/10/32
EXT

009015-009020-0115
WED. SEP. 4-1912

Rpt. 11a.

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.
SURVEYS FOR FREEBOARD.

22535

PARTICULARS IN RESPECT OF STEAM OR SAILING SHIPS, FLUSHED-DECKED, OR HAVING FORECASTLES WITH OR WITHOUT SHORT DECKS.				Port of Survey <u>Hull</u>	
<u>J. Dean & Son No. 268</u>				Date of Survey <u>29th Aug. 1912</u>	
Ship's Name. <u>"Hooke"</u>				Name of Surveyor <u>Archie Wilson</u>	
Number in Register Book <input checked="" type="checkbox"/>		Gross Tonnage. <u>230</u> <u>Goole</u> <u>British</u>	Official Number. <u>128877</u>	Type of Ship. <u>Barge</u>	Date of Build. <u>1912</u>
				Particulars of Classification. <u>100 A1.</u> <u>Barge for being towed.</u> <u>(Contingent)</u>	
Registered Length <u>115-0</u> . Breadth <u>22-10</u> . Depth <u>9-85</u> .				Moulded Depths as measured <u>10-6</u>	
Length on Load Line <u>115-0</u> Breadth <u>22-10</u> Frame depth 4". Rule 3". Correction = <u>-16</u> No Sparring. $1\frac{1}{2} \times 2 = 3$ " = <u>+25</u> Corrected Breadth <u>22-19</u> Depth <u>9-85</u> Correction for Sheer <u>11</u> Corrected Depth <u>9-96</u> Tons und. Dk. <u>216-24</u> x 100				<u>11-1</u> <u>1-1 floor</u> <u>10-0 to floor</u>	
Co-efficient of fineness <u>.85</u> Any modification necessary { [Para. 4 (a) to (c)] } Co-efficient as corrected <u>.85</u>				Less, if iron uncovered upper deck, the usual thickness of wood deck less stringer <u>-2$\frac{3}{4}$</u> Moulded depth to be used with tables <u>10-3$\frac{1}{4}$</u>	
Sheer { Stem... <u>39"</u> at { Sternpost... <u>27"</u> } $66 \div 2 = 33$ Mean				CORRECTION FOR LENGTH :- Length of Ship on load line <u>115-0</u> Length in Table <u>102-8$\frac{1}{2}$</u> Difference <u>12</u> Correction for 10 ft. x Differences $\div 10 =$ <u>+1"</u>	
Sheer at $\frac{1}{3}$ of the length from <u>16"</u> Stem <u>12"</u> Sternpost $28 \div 2 = 14$ Standard Sheer <u>25-4</u> [Table, Para. 16] { <u>21-5</u> Difference <u>3-9</u> $3-9 \div 4 = -1$				CORRECTION FOR ROUND OF BEAM :- Round of Beam <u>4</u> Normal round <u>5$\frac{1}{2}$</u> Difference <u>1$\frac{1}{2}$</u> $\div 2 =$ <u>$\frac{3}{4}$</u> Proportion of Deck uncovered (Para. 17)	
If limited as Para. 16 (f)*				Freeboard, Table A or D. <u>1-7</u> Correction for Length <u>+1</u> Correction for Sheer <u>-1</u> Correction for fall in Sheer (if any) <u>1-7</u> Allowance for Deck Erections Correction for Round of Beam <u>-0$\frac{3}{4}$</u> Other corrections (if any) <u>1-6$\frac{1}{4}$</u>	
Fall in Sheer { [Para. 16 (d)] } $\div 2 =$ Correction				Winter Freeboard Summer Freeboard N. A. Winter Freeboard <u>1-6$\frac{1}{4}$</u>	
*ALLOWANCE FOR DECK ERECTIONS :- Length. Length allowed. Height. Forecastle Poop or R.Q.D. Total length allowed \div Length of Ship x 8 eighths covered.				Correction necessary because clear side amidships measured in accordance with the statutes is not taken intersection of the deck with side Winter Freeboard from Summer " " N. A. Winter " "	
Freeboard Table A or D corrected for length Percentage allowance				FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line :- Fresh Water Line above centre of Disc Indian Summer Line " " " Winter Line below " " " Winter North Atlantic Line " " "	

Particulars should be stated at the back of this Form as to the character of the Erections, and whether closed in or not.

* Marked in accordance with Sec. 1

Trans. Ink.



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CHARACTER OF DECK ERECTIONS.

Do all the Frames extend to the top height in the Poop? ☒

Do. do. do. do. Raised Quarter Deck? ☒

Do. do. do. do. Bridge House? ☒

Do. do. do. do. Forecastle? ☒

To what height do the Reverse Frames extend? *Across top of floors. (Single angle frames)* ☒

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at its fore end? ☒

State whether the Bridge House efficiently covers the Engine and Boiler Openings? ☒

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

Are efficient Doors fitted to the Passage Ways? ☒

Describe how and to what extent it is Stiffened, by angle Irons, Bulb Plates, or otherwise? ☒

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

Are efficient Doors fitted to the Passage Ways? ☒

Are efficient Iron Doors fitted to the Passages of the Bridge House, or is it entered from above? ☒

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

Are the Hatchways efficiently constructed? *Yes* State the height of the Coamings *24"*

Are the Hatches solid? *Yes* What is their thickness? *2 1/2"*

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

State any special features in the construction of the Vessel ☒

Bulwarks only fitted forward and aft. Handrails and stanchions fitted throughout the length of the hatchway.

Hatchway.

Thickness of coamings. Sides .50. Ends .40

5 Web plates. All permanent and riveted in position

3 Fore and afters. Centre $\frac{9}{8}$ " Side $\frac{7}{8}$ "

*$\frac{3}{4} \times 3 \frac{1}{2} \times .40$
 $\frac{7}{20}$*

The approved plans of Midship Section, Profile and Deck, and Hatchway (2) are forwarded herewith for reference.

J. Scarr & Son

Howden, York

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Received by me



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