

Lloyd's Register of British & Foreign Shipping.

MUN. 22 JUN 1908

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 Greenock
Date of Survey While Building
Name of Surveyor J. French

Ship's Name. <u>SRS RUSSELL Y.C. S.S. No 587</u>	Port of Registry and Nationality. <u>TRIESTE</u> <u>AUSTRIAN</u>	Official Number. <u>✓</u>	Gross Tonnage. <u>✓</u>	Date of Build. <u>1908</u>	Particulars of Classification. <u>100 A-1 STEEL SPAR DECK</u> <u>(CONTEMPLATED)</u>
Number in Register Book <u>✓</u>					

Registered Dimensions from Ship's Register.	LENGTH. <u>400.0</u>	BREADTH. <u>52.0</u>	DEPTH. <u>27.3</u>	UNDER DECK Tonnage. <u>4467.65</u>
Length on LOADLINE	<u>399.5</u>	Frame Depth <u>11</u> Rule <u>6</u>	Ceiling <u>FITTED</u> Sheer <u>+1.084</u>	Peak Tanks <u>INCLUDED IN ABOVE</u>
CORRECTED DIMENSIONS.	<u>399.5</u>	<u>51.17</u>	<u>28.384</u>	<u>4467.65</u>

Co-efficient of fineness 769
Any modification necessary [Para. 4 (a) to (e) *] - .019 for C.D.B.
Co-efficient as corrected 75

Sheer { Stem... 120
at { Sternpost... 58 } $178 \div 2 = 89$...Mean
Sheer at $\frac{1}{2}$ of the length from { Stem 66
Sternpost 32 } $98 \div 2 = 49$...Mean
Gradual mean Sheer 89
Standard mean Sheer (Table, Para. 18) 49.95 Correction
Difference..... $39.05 \div 4 = -9.76$
§ If limited as Para. 18 (f)..... SAY - 9 $\frac{3}{4}$

Rise in Sheer { At front of bridge house..... ✓
from amidships [Para. 18 (e)] { At after end of forecastle ✓
Fall in shear } $\div 2 =$ ✓
Para. 18 (d) }
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 4-3 $\frac{3}{4}$
Correction for Length, if required (Para. 12, 13, and 14) + 3 $\frac{1}{4}$
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) } 7-1 $\frac{1}{2}$
Difference 2-6 $\frac{1}{2}$
Percentage as below..... 39.7%

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ✓
Allowance for Deck Erections SAY - 12"

	Length.	Length allowed.	Height.
Forecastle.....	<u>40.5</u>	<u>CLOSED 40.5</u>	<u>7-6</u>
Bridge House	<u>119.75</u>	<u>Do. 119.75</u>	<u>7-9</u>
† Raised Qr. Dk.....			
Poop.....	<u>78.00</u>	<u>Do. 78.00</u>	<u>7-0</u>
Total		<u>238.25</u>	<u>5963</u>
Length of Ship	<u>399.5</u>		
Corresponding percentage { (Para. 11, 12, 13, or 14) } <u>39.7%</u>			

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	" "	...

† 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 R.Q.D. is to be taken from the level of the top of the amidship beam.
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

Moulded Depth as measured..... 30-0 $\frac{1}{2}$
3" sheathing in wells
Moulded depth to use 29-11 $\frac{1}{2}$
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..... 399.5
Length in Table 359.5
Difference 40
Correction for 10ft., Table A. 1.5 Table C.
× Difference divided by 10 10/60.0 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 6.0
+6"
40
.8
10/32.0
3.20
+3 $\frac{1}{4}$

CORRECTION FOR IRON DECK.
Proportion covered, if less than $\frac{1}{10}$ ths length covered 5-963
Thickness of usual wood deck, less stringer..... 3 $\frac{1}{2}$
Spar Dk sheathed in wells with 3" p.p.

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships..... 49-10
Round of Beam..... 12 $\frac{1}{2}$
Normal round 12 $\frac{1}{2}$
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.

Freeboard, Table A 7-5 $\frac{1}{4}$
Correction for Sheer - 9 $\frac{3}{4}$
6-7 $\frac{1}{2}$
Correction for Length + 6
7-1 $\frac{1}{2}$
Allowance for Deck Erections - 1-0
6-1 $\frac{1}{2}$
Correction for Round of Beam..... ✓
Correction for fall in Sheer (if any) ✓
Correction for Iron Deck (if required) - 3
5-10 $\frac{1}{2}$
Additions for non-compliance with provisions of { ✓
Para. 11 (d) and (e) † { ✓
Other Corrections (if any).....

Winter Freeboard 5-10 $\frac{1}{2}$
Summer Freeboard 5-5
Indian Summer Freeboard 4-11 $\frac{1}{2}$
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. + 1 $\frac{3}{4}$

STEEL

Winter Freeboard from deck line 6-0 $\frac{1}{4}$
Summer " " " " 5-6 $\frac{3}{4}$
Indian Summer " " " " 5-1 $\frac{1}{4}$
N. A. Winter, " " " "

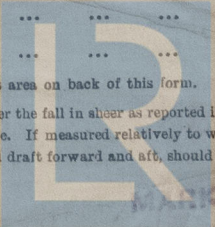
STEEL

5-6 $\frac{1}{2}$

7
5 $\frac{1}{2}$
5 $\frac{1}{2}$

† 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.



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Lloyd's Register
MARITIME REPORT
FOUNDATION

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? *to main and spar OKs alternately*
Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *3' storm boards fitted full height in channels riveted to*
Give particulars of the means for closing the openings in Bulkhead *Steel hinged doors fitted*
Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*
Give particulars of the means for closing the openings in Bulkhead *Steel hinged doors fitted*
What is the thickness of the Bridge Front plating? *7/20* and Coaming plate? *8/20*
Give scantlings and spacing of the Stiffeners *B.A. 8 1/2 x 3 1/2 x 17/20 spaced 30" 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? *3' storm boards fitted full height of openings in channels 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 Bulk'd. at after end? *Yes*
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 a Bridge*
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? *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. 24.0 x 16.0 x 3.0		No. 2. 28.2 x 16.0 x 3.0		No. 3. 28.2 x 16.0 x 3.0		No. 4. 24.0 x 16.0 x 1.8		Ship.	Rule.
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	30	24	30	24	30	24	18	18		
Thickness	Sides.....	9/20	9/20	9/20	9/20	9/20	9/20	9/20		
	Ends.....	8/20	8/20	8/20	8/20	8/20	8/20	8/20		
SHIFTING BEAMS OR WEB PLATES.	Number.....	Two	Two	Two	Two	Two	Two	Two		
	Section and Scantlings.....	Pl. 8/20	8/20	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>		
	Material.....	Steel	Steel	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>		
FORE AND AFTERS.	Number.....	Three	Three	Three	Three	Three	Three	Three	Centre	Sides
	Section and Scantlings.....	Centre Bulk 10 x 19/20	3 x 3 x 9/20	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Bulk 10 x 19/20</i>	<i>3 x 3 x 9/20</i>
	Material.....	Steel	Steel	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>		
HATCHES Thickness.....	3	3	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>		
Remarks.....	<i>W.P.</i>	<i>W.P.</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>	<i>Ditto</i>		

* 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.

This is a sister vessel to the *Ss Columbia*
Greenock Freeboard Report No 15322
The approved plans are now in the London
Office with First Entry Report No 15373 on Columbia
Request form attached
J. G. 1
20.6.08

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

Address

Fee £

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