

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.-STEAM SHIPS.

25445.

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 Old Kelpatriek
Date of Survey During Construction
Name of Surveyor Albert Davie

Table with columns: Ship's Name (F.A. 'PRESTOL'), Port of Registry (British), Official Number (140442), Gross Tonnage, Date of Build (1914), Particulars of Classification (+100 A.I. Contemplated)

Table with columns: Registered dimensions from Ship's Register, Length on LOADLINE, CORRECTED DIMENSIONS. Values: 319.7, 41.6, 23.1, 2194.67, 319.7, 41.57, 23.51, 2105.14

Moulded Depth as measured 25'-6"
Thickness of Keel Plate below base line .40"
" " overlap butt " Keel plate .40"

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 320.0, Length in Table 306.0, Difference 14.0, Correction for 10ft., Table A 1.3, Table C, x Difference divided by 10 1.82 (if required), If 1/10ths length covered divide by 2 +1"

CORRECTION FOR IRON DECK. Proportion covered, if less than 1/10ths length covered .609, Thickness of usual wood deck, less stringer 3 1/2 = 2"

CORRECTION FOR ROUND OF BEAM. Breadth at Gunwale amidships 40.8, Round of Beam 10", Normal round 10", Difference +2 =, Proportion of Deck uncovered (Para. 19)

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

Coefficient of fineness .67
Modification necessary para. 4 (a) to (e)* Take .68 lowest in Table A
Stem 66, Sternpost 33 1/4, 99 1/4 + 2 = 49.62... Mean
at 1/2 of the length from Stem 36, Sternpost 18 1/2, 54 1/2 + 2 = 27.25... Mean = 55 = 49.54
Standard mean Sheer [Table, Para. 18] 42.0, Correction 13 1/4
Difference 7.54 + 4 = 13 1/4

Rise in Sheer At front of bridge house, At after end of forecastle
Fall in Sheer Para. 18 (d) + 2 =
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :-
Freeboard, Table C 2.6 3/4
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) 5.3 3/4
Difference 2.9
Percentage as below 40.9%
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) -1.1 1/2
Allowance for Deck Erections

Table with columns: Length, Length allowed, Height. Rows: Forecastle (45.0, 42.5, 8.0), Bridge House (106.6, 106.5, 8.0), Raised Qr. Dk. (46.0, 46.0, 8.0), Total (195.0, .609)

Length of Ship 320
Corresponding percentage (Para. 12, 13, 14) 40.9%

Table with columns: Line, Position. Rows: Fresh Water Line (above centre of Disc), Indian Summer Line, Winter Line (below), Winter North Atlantic Line

Freeboard, Table A 5.5 1/2
Correction for Sheer -1 3/4
Correction for Length +1
Allowance for Deck Erections -1.1 1/2
Correction for Round of Beam 4.3 1/4
Correction for fall in Sheer (if any)
Correction for Iron Deck (if required) -2
Additions for non-compliance with provisions of Para. 11 (a) and (e) Scantling & corrections to bring draught to 20'-6" as desired by Admiralty 1-1 1/4
Total 5-2 1/2

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 iron deck with side.

Table with columns: Season, Freeboard from deck line. Rows: Winter, Summer, Indian Summer, N. A. Winter

One frame, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

State dimensions of freeboard. The Surveyor should state the line of keel or to the survey, and also the



Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Longitudinal Framing*
 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 - Trans framed sidelights only*
 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: *No openings*
 What is the thickness of the Bridge Front plating? *.38* and Coaming plate? *.42*
 Give scantlings and spacing of the Stiffeners: *7 x 3 x .56 B.A. 24" x 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? *Hinged W.P. Doors*
 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? *No - Sidehouses*
 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 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? *2'-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: *Yes*

Position and Size.		No 1 = 6-0 x 6-4									
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING.	Height above top of DECK	<i>31</i>	<i>31</i>	<i>Cargo Oil Hatches all 3'-6" x 2'-6" except 2 in front of Bridge which are 2'-9" x 2'-6" - Coamings 31 x .40 with Steel Hinged Plate</i>							
	Thickness { Sides.....	<i>.44</i>	<i>.44</i>								
	{ Ends.....	<i>.44</i>	<i>.44</i>								
SHIFTING BEAMS OR WEB PLATES.	Number.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<i>W.P. Cores .50</i>							
	Section and Scantlings.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
	Material.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
	Number.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
	Section and Scantlings.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
	Material.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>								
	Thickness.....	<i>.40 Steel Plate</i>	<i>.40 Steel Plate</i>								
	Remarks.....	<i>W.P. Cores</i>	<i>Plate</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.)

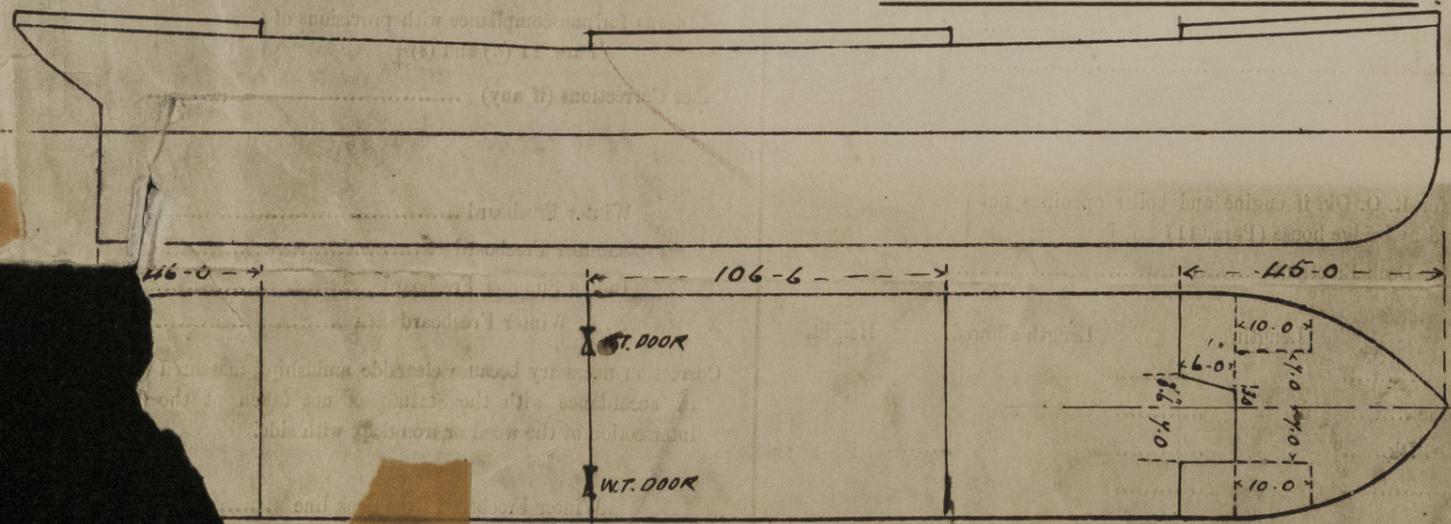
The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

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.

7.11.1904
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5.776

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. }
 x x } Freeing Ports = Sq. ft.
 x x } (each side of vessel)
 Total deficiency or excess = Sq. ft.



Hereon list the positions of Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

Freeboard request form is enclosed herewith with Midship Section & Profile for reference & dispo.

signed by me

