

# Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

MON. 18 APR. 1921

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.

Port of Survey Dundee  
 Date of Survey 15<sup>th</sup> April 1921  
 Name of Surveyor A.W. Gattison

Ship's Name.

Port of Registry and Nationality.

Official Number.

Gross Tonnage.

Date of Build.

Particulars of Classification.

NORWEGIAN  
in S.B. Co's No 254)  
 Number in Register Book

British  
Liverpool

145849.

6357

1921

100 A1 Shelter deck with  
fld.

LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
400.2	52.4	26.95	4476.19
399.4	52.03	27.61	4476.19

Coefficient of fineness .....

Modification necessary

Para. 4 (a) to (e) ]

Coefficient as corrected .....

.78 ✓  
 C.B.B.

.76 ✓

Distance for strength in excess of Lloyd's rules =

36"

Table A limit

Particulars—

Deep channel frames  
 Steel decks

Trusses increased in thickness  
 Long bridge above Shelter deck.

$$\begin{aligned}
 33.5 \div .55 &= 60.9 \\
 49.94 & \\
 \hline
 36 & 110.96 \\
 & .3
 \end{aligned}$$

Stem ..... 95.5 } at length from Stem ..... 46.5 } 33.5 ✓  
 Sternpost ..... 46.5 } 71 " " Sternpost 20.5 }

Drop in Sheer abaft amidships.....

Shelter  
 f-Spar-deck Beam..... 13  
 Main-deck "..... 13

Length	×	Height.	State if open or closed at ends.
141	×	7.9	Closed fore and Open aft.

Moulded Depth as measured ..... 29-6 Main Deck.  
 " " " ..... 27-7 Spar or Awning Deck.

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

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.... 399.4 ✓  
 Length in Table ..... 354  
 Difference..... 45.4 ✓  
 Correction for 10ft..... 8  
 × Difference ÷ 10 = 3.63

+ 3 3/4 ✓

Height of 'Tween Decks..... 8-1"  
 (From top of beam to top of beam at side)  
 Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table C ..... 4-2 ✓  
 Correction for Length..... + 3 3/4  
 Correction for Height of 'Tween Decks in Spar-decked Ships..... 4-5 3/4 ✓  
 8-1  
 12-6 3/4 ✓  
 Correction for Strength in excess of Lloyd's rules..... 3-0  
 9-6 3/4  
 Correction for Iron Deck if required..... - 3 1/2  
 Other Corrections (if any).....

Winter Freeboard..... 9-3 1/4  
 Summer Freeboard..... 8-8 3/4  
 Indian Summer Freeboard..... 8-2 1/4  
 N.A. Winter Freeboard..... ✓

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side } + 1 3/4

Winter Freeboard from Deck Line ..... 9-5  
 Summer " " ..... 8-10 1/2  
 Indian Summer " " ..... 8-4  
 N.A. Winter " " ..... ✓

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	"	"	"	"	"	"	"	"	"

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.

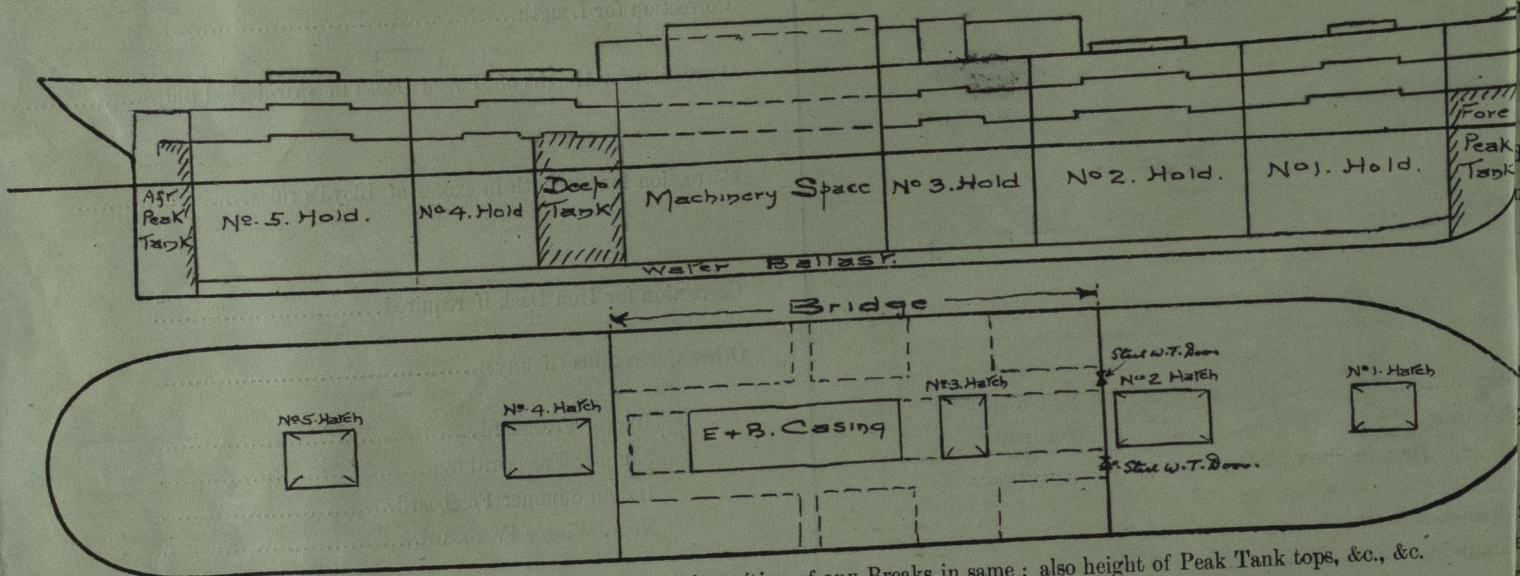
\* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.



Do all the Frames extend to the top Height in the <sup>Skull</sup> Spar deck? *As approved* Awning deck? ☒  
 Do all the Frames extend to the top height in the Poop? ☒ Bridge House? *As approved* Forecastle? ☒  
 To what height do the Reverse Frames extend? ☒  
 Has the Poop an efficient Iron Bulkhead at the fore end? ☒  
 Give particulars of the means for closing the openings in Bulkhead ☒  
 Is the Poop 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 *Hinged W.T. doors 4'-9" x 2'-6"*  
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*  
 Give scantlings and spacing of the Stiffeners *8 x 3 1/2 x 64 B.A. spaced 27" and 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? *No.*  
 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, } *Bridge and casing.*  
 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? *Yes*  
 Give thickness of plating; scantlings and spacing of Stiffeners *.36 - Stiffeners 4 x 3 x 36 @ 20"*  
 What is the height of the exposed Casings? *4'-6" above bridge* 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. Skull. dk. 19'-6" x 14'-0"	No. 2. Skull. dk. 28'-2" x 16'-0"	No. 3. Bridge. dk. 13'-0" x 17'-6"	No. 4. Skull. dk. 26'-0" x 16'-0"	No. 5. Skull. dk. 26'-0" x 16'-0"
Item.	Ship.	Rule.	Ship.	Rule.	Ship.
COAMING. Height above top of DECK	2'-6"		2'-6"		2'-6"
Thickness { Sides.....	.44		.44		.44
{ Ends.....					
SHIFTING BEAMS OR WEB PLATES.	Number ..... 3 ✓ Section and Scantlings ..... 3 x 3 x 42 Material ..... Steel	Number ..... 5 ✓ Section and Scantlings ..... 3 1/2 x 3 x 42 Material ..... Steel	Number ..... 2 ✓ Section and Scantlings ..... 4 x 3 x 44 Material ..... Steel	Number ..... 5 ✓ Section and Scantlings ..... 3 1/2 x 3 x 42 Material ..... Steel	Number ..... 3 ✓ Section and Scantlings ..... 3 1/2 x 3 x 42 Material ..... Steel
* FORE AND AFTERS.	Number ..... ✓ Section and Scantlings ..... Material .....	Number ..... ✓ Section and Scantlings ..... Material .....	Number ..... ✓ Section and Scantlings ..... Material .....	Number ..... ✓ Section and Scantlings ..... Material .....	Number ..... ✓ Section and Scantlings ..... Material .....
HATCHES Thickness .....	3"	3"	3"	3"	3"
Remarks.....	Solid W.P.	Solid W.P.	Solid W.P.	Solid W.P.	Solid W.P.

\* 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.) *No side lights, scuttles upon deck*



State any special features in the construction of the Vessel *Skull dk with no tonnage of*  
*Freeboard request and approved Midship Section, profile & bridge*

Reference: — Secretary's letter 17. 5<sup>th</sup> March 1919. (Provisional assignment)  
 kindly note size of main frames at that time were given as 9 x 3 1/2 x 60 — see Dundee  
 whereas the size actually fitted is 8 x 3 1/2 x 3 1/2 x 60 — see Dundee  
 30<sup>th</sup> May 1919 explaining change.

Owners *F. Leyland and Co. Ltd.*

Address *Liverpool.*

Fee £ *12 : 0 : 0* Received by me



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