

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.-STEAM SHIPS.

No 28936

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 *Cunderland*
Date of Survey *Whilst building*
Name of Surveyor *W.T. Hudson*Ship's Name. *S/S ROYAL MOOR*
Port of Registry and Nationality. *London British*
Official Number. *1148104*
Gross Tonnage. *1900*
Date of Build. *1924*
Particulars of Classification. *+ 100 A1. (CONTEMPLATED)*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>268.0</i>	<i>34.85</i>	<i>17.60</i>	<i>1489.61</i>
Length on LOADLINE.	<i>264.75</i>	Frame Depth <i>8 1/4</i> Rule <i>5 3/4</i> <i>2 x 31 = 62</i>	Ceiling <i>+ 20</i> Sheer <i>+ 78</i> <i>LEVEL TANK.</i>	Peak <i>1/2</i> Tanks <i>incl</i>
CORRECTED DIMENSIONS.	<i>264.75</i>	<i>34.23</i>	<i>18.58</i>	<i>1489.61</i>

Moulded Depth as measured *19.9*Addition for Keel below base line for draught record *19 1/4* inches.

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 *264.75*
Length in Table *237.00*
Difference *27.75*
Correction for 10ft., Table A. *1.15* Table C.
× Difference divided by 10 *2.54* (if required.)
If 1/10ths length covered divide by 2 *1.44* + *1 3/4*

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered *7/16*
Thickness of usual wood deck, less stringer *4 1/2* - *3 1/2*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships *34.0*
Round of Beam *9 1/2*
Normal round *9 1/4*
Difference *1/4* ÷ 2 = *1/8*
Proportion of Deck uncovered (Para. 19) *1*

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

Co-efficient of fineness *.80*
Any modification necessary [Para. 4 (a) to (e)]* *-.02 Cell DB*
Co-efficient as corrected *.78*Sheer { Stem *84*
at { Sternpost *42 1/2* } *126.5 ÷ 2 = 63.25* Mean *36.28 2/3*
Sheer at 1/8 of the length from { Stem *46 1/2*
Sternpost *25* } *71.5 ÷ 2 = 35.75* Mean *4.55 = 65.0*
Standard mean Sheer *64.12*
Standard mean Sheer [Table, Para. 18] *36.44*
Difference *27.75* ÷ 4 = *6.84*
If limited as Para. 18 (f) *- 6 3/4*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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C. *1-4*
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) *3-3 1/2*
Difference *1-1 1/2*
Percentage as below *51.4* = *12.58*Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) *✓*
Allowance for Deck Erections *- 12 1/4*

Length.	Length allowed.	Height.
Forecastle <i>30.2</i> (OVERHANG)	<i>30.2</i>	<i>4.0</i>
Bridge House <i>56.25</i> + <i>1.25</i> FOR "C"	<i>58.18</i>	<i>4.0</i>
Raised Qr. Dk. <i>105.37</i> + <i>3.75</i>	<i>93.34</i>	<i>3.75</i>
Total <i>191.82</i> + <i>4.233</i>	<i>181.72</i>	<i>6.789</i>
Length of Ship <i>264.75</i>	<i>264.75</i>	
Responding percentage { Para. 11, 12, 13, and 14 } <i>51.4</i>		

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

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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 sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

+ 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.

MARKING FORM

RECEIVED 14 MAY 1928

MARKING FORM

RECEIVED 28 OCT 1924

8200-46610-0028

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? *Bulb angle framing*
 Has the ~~Poop~~ 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*
 Is the ~~Poop~~ Raised Quarter Deck connected with the Bridge House? *Yes* 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? *3/5* and Coaming plate? *3/9*
 Give scantlings and spacing of the Stiffeners *4 1/2 x 3 x 38 B.A. at 30" apart*
 Are bracket plates fitted at each end of the Stiffeners? *Yes at both ends & at bottom at hatch side & clear of hatch as approved* 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? *No openings*
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes* Has the Forecastle an efficient ~~Iron or Wood~~ *Steel* 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? *Yes*
 Give thickness of plating; scantlings and spacing of Stiffeners
 What is the height of the exposed Casings? *7-3"* 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*

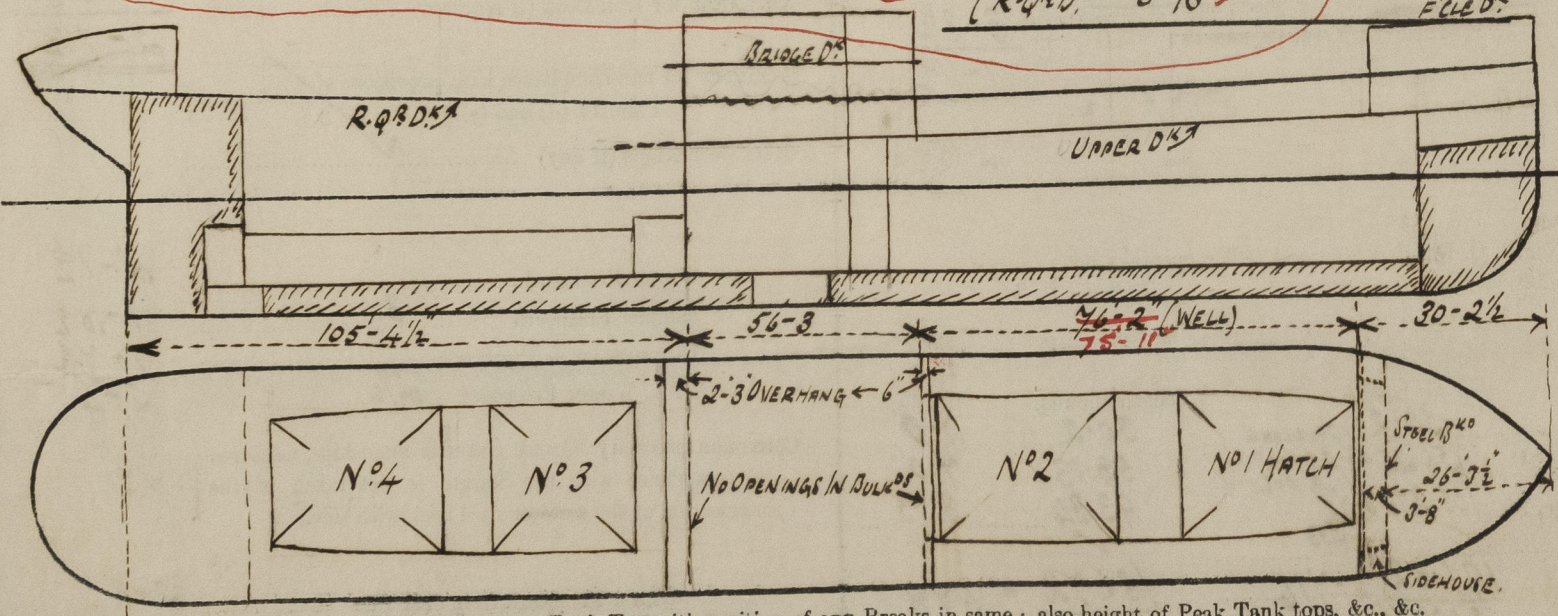
Position and Size.	No 1. 30-11 x 23-9 (MEAN)		No 2. 28-3 x 25-0 (MEAN)		No 3. 24-0 x 24-7 (MEAN)		No 4. 29-3 x 22-10 (MEAN)		Ship.	Rule.
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING										
Height above top of DECK	48"		48"		42"		42"			
Thickness { Sides.....	4/4		4/4		4/4		4/4			
Ends.....	4/4		4/4		4/4		4/4			
SHIFTING BEAMS OR WEB PLATES										
Number.....	5	5 x 3 1/2 x 52 (PA)	4	5 x 3 1/2 x 54 (PA)	4	5 x 3 1/2 x 54	4	5 x 3 x 46		
Section and Scantlings.....	20 1/4 x 1 1/2 x 38		22 1/2 x 1 1/2 x 39		2 1/2 x 1 1/2 x 38		2 1/2 x 1 1/2 x 38			
Material.....	Steel	8 x 3 1/2 x 66 B.A.	Steel	8 x 3 1/2 x 66 B.A.	Steel	8 x 3 1/2 x 66 B.A.	Steel	8 x 3 1/2 x 66 B.A.		
* FORE AND AFTERS				N/L						
Number.....										
Section and Scantlings.....										
Material.....										
HATCHES Thickness.....	3"		3"		3"		3"			
Remarks.....	SATISFACTORY.									

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

(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? *and* Strake between Main and Bridge Sheerstrakes? *45 (one strake)*
 Delete the words { The Crew ~~are not~~, berthed in the bridge house. *Facilities are provided to enable the crew to get to & from their quarters*
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~are not~~ satisfactory. *without descending into*
 Length of Bulwarks in well *75-93 1/2 x 4-0 (FOREWELL) 105-34 x 3-5 (R.Q.D.) 37*
 Area of Freeing Ports required by *Para. 11* each side of vessel *15-18* { FOREWELL 30-20
 Ft. Tenths. Ft. Tenths. No. { R.Q.D. 21-82 - Sq. ft.
 FOREWELL 3-25' x 1-91' x 5 { FOREWELL 31-0 -
 R.Q.D. 2-49' x 1-62' x 5 { R.Q.D. 22-6 - Sq. ft.
 Total deficiency or excess = { FOREWELL 0-54 -
 { R.Q.D. 0-78 - 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 *There are no special features affecting freeboard. See Preliminary Freeboard Pkt.*
 Builder's name and yard number *Messrs John Brown & Co Ltd No 176.*
 Name of ~~similar~~ vessel *S/S SPEEDFAST* *SEA RPT No 28722.*
 Owners *Messrs Walter Runciman & Co Ltd*
 Address *Newcastle-on-Tyne.*
 Fee £ *6 : 0 : 0* Received by me *See F.B. Report.* London Office.
To be charged on completion.

