

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

No 28852

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 Sunderland
Date of Survey 26th June 1924
Name of Surveyor W.T. Hudson

Ship's Name. <u>Messrs J. CROWNSONS LTD</u> <u>S/S Nos 1464/44</u> Number in Register Book	Port of Registry and Nationality.	Official Number.	Gross Tonnage. <u>1900</u>	Date of Build.	Particulars of Classification. <u>+100 A.1. (Contemplated)</u> <u>(Revised Rules)</u>
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Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>268.0</u>	<u>34.83</u>	<u>14.62</u>	<u>1485</u>
Length on LOADLINE.	<u>264.75</u>	MEAN Frame Depth <u>8 3/4</u> No. <u>20</u> Rule <u>5</u> Sheer <u>1.48</u> <u>3 3/4</u>	Ceiling <u>20</u> Peak <u>1</u> Tanks <u>1</u>	
CORRECTED DIMENSIONS.	<u>264.75</u>	<u>34.21</u>	<u>18.60</u>	<u>1485</u>

Moulded Depth as measured 19.9Addition for Keel below base line for draught record 1.2 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.....	<u>264.75</u>
Length in Table	<u>237.00</u>
Difference	<u>27.75</u>
Correction for 10ft., Table A.	<u>1.15</u>
× Difference divided by 10	<u>3.54</u>
If $\frac{1}{10}$ ths length covered divide by 2 <u>1.77</u> + <u>1 3/4</u>	

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>7/16</u>
Thickness of usual wood deck, less stringer	<u>4.2</u> - <u>3 1/2</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>37.0</u>
Round of Beam	<u>9 1/2</u>
Normal round.....	<u>9 1/4</u>
Difference	<u>1/4</u>
÷ 2 = <u>1/8</u>	
Proportion of Deck uncovered (Para. 19)	

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

Co-efficient of fineness.....	<u>80</u>	<u>801</u>
Any modification necessary [Para. 4 (a) to (e)]*	<u>-0.2</u>	<u>Cell D.B.</u>
Co-efficient as corrected	<u>.78</u>	
Sheer { Stem..... <u>84</u> } <u>126</u> ÷ 2 = <u>63</u> ...Mean <u>36</u> <u>28.23</u> } <u>78</u>		
at { Sternpost ... <u>42</u> }		
Sheer at $\frac{1}{2}$ of the length from { Stem <u>46.5</u> } <u>71.5</u> ÷ 2 = <u>35.75</u> ...Mean <u>64.00</u> } <u>55.65</u>		
Gradual mean Sheer		
Standard mean Sheer [Table, Para. 18]	<u>36.74</u>	
Difference.....	<u>24.23</u>	÷ 4 = <u>6.8</u>
§ If limited as Para. 18 (f)		<u>-6 3/4</u>

Rise in Sheer { At front of bridge house.....		
{ At after end of forecastle		
÷ 2 =		
Correction		

ALLOWANCE FOR DECK ERECTIONS:—

Table C.....	<u>1-4</u>
for Length, if required (Para. 12, 13, and 14)	
by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>3-3 1/2</u>
.....	<u>1-1 1/2</u>
as below.....	<u>57.25</u> = <u>12.04</u> <u>11</u>

on for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) -12"

Length.	Length allowed.	Height.
Forecastle..... <u>30.2</u>	<u>30.2</u>	<u>4.5</u>
House..... <u>56.25</u> + <u>1.84</u> <u>58.09</u>	<u>58.09</u>	<u>7.0</u>
† Raised Qr. Dk..... <u>105.34</u> × <u>3.75</u> <u>393.34</u>	<u>93.34</u>	<u>3.75</u>
Poop..... <u>4.23</u>		
Total	<u>181.81</u> = <u>64.7</u>	
Length of Ship <u>264.75</u>	<u>264.75</u>	
Corresponding percentage { <u>57.25</u> }		
(Para. 11, 12, 13, or 14)		

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

† 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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Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle?
To what height do the Reverse Frames extend?
Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?
Give particulars of the means for closing the openings in Bulkhead
Is the Poop or Raised Quarter Deck 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
What is the thickness of the Bridge Front plating? and Coaming plate?
Give scantlings and spacing of the Stiffeners
Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?
Has the Bridge House an efficient Iron Bulkhead at the after end?
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, Raised Quarter Deck, 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?
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?
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.											
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK										
	Thickness { Sides.....										
	{ Ends.....										
SHIFTING BEAMS OR WEB PLATES.	Number										
	Section and Scantlings										
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness											
Remarks.....											

* 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? Strake between Main and Bridge Sheerstrakes?

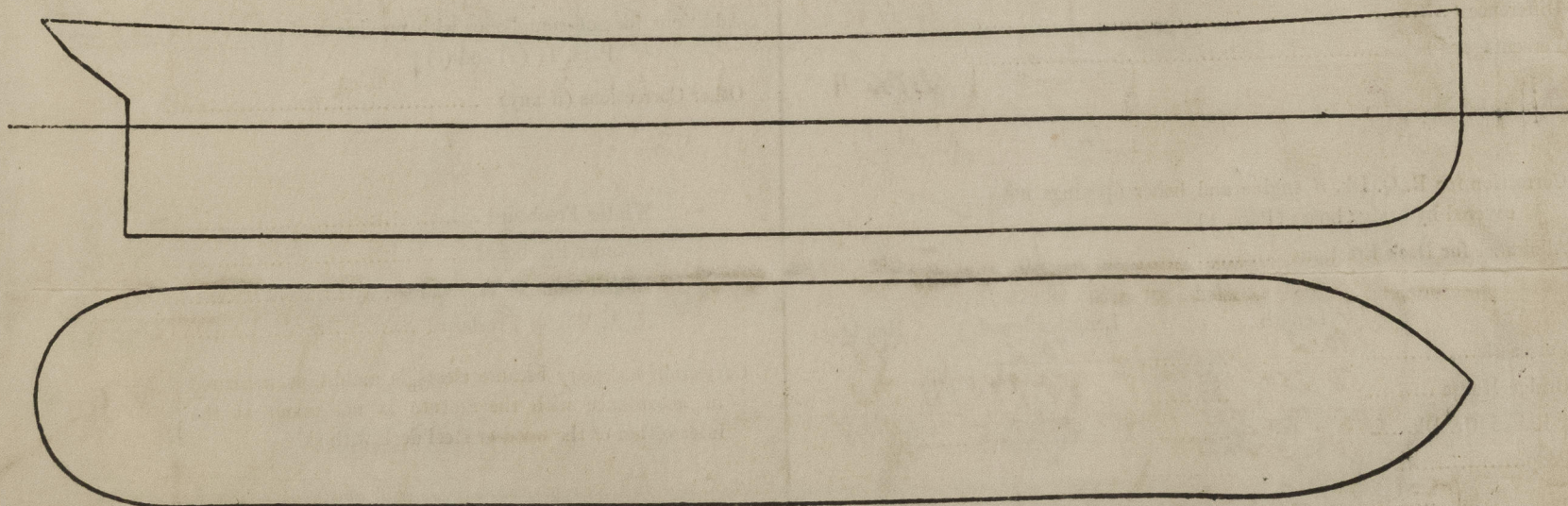
Delete the words { The Crew are, are not, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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.
	x		x				
	x		x				

Total deficiency or excess = 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.

Builder's name and yard number Messrs J. Crown & Sons Ltd

S/S Nos 176 & 177.

Names of sister vessels

S/S Speedfast.

See Pld Rpt No 28722.

Owners W. Runciman & Co Ltd

The approved plans are in the London Office.

Address Newcastle-on-Tyne.

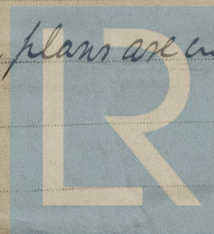
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