

## THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

## SURVEY FOR FREEBOARD OF STEAM-SHIP

having R. Q. D. K. BRIDGE & FOULEPort of Survey ROTTERDAM.Date of Survey JUNE. 1924.Name of Surveyor T. H. DIJKHUIS.

## State type of erections.

Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
<u>M. S. "INNISSHANNON"</u>	<u>238</u>	<u>133108.</u>	<u>GLASGOW</u> <u>BRITISH.</u>	<u>1913.</u>	<u>B. S. (COASTING SERVICE)</u>

Registered Length as shown by Ship's Register } 115.7 Breadth 21.6 Depth 9.6  
 Length on Loadline 114.66 OF - 33 Sheer Correction } + 32  
 Breadth 21.27 9.92

Moulded Depth as measured 10'-6"

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

Dept

Tons Und. Dk. 189.33 × 100  
 Tonnage in Peaks

$$\frac{189.33 \times 100}{114.66 \times 21.27 \times 9.92} = .782$$

Co-efficient of fineness .78Any modification necessary }  
 [Para. 4 (a) to (c)] \*Co-efficient as corrected .78

Sheer { Stem 48" } 64 ÷ 2 = Mean 32"  
 at { Stern-post 16" }

Sheer at  $\frac{1}{8}$  of the length from { Stem 27.5 }  $\frac{36.5}{2} = 18.25 = 33.2$   
 { Stern-post 9 } .55

Gradual Mean Sheer 18.25

Standard Sheer (Table, Para. 18) 12.87 Correction 5.38  
 Difference 5.38  $\div 4 = 1.34 = 1\frac{3}{8}$

Rise in sheer } At front of bridge house  
 from amidships } At after end of forecastle  
 Fall in sheer  $\div 2 =$  ✓

## ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C At .78 at 10'-6"  
 Correction for Length, if required (Para. 12, 13, and 14) 3"

Freeboard by Table A, corrected for sheer and for length, if required (Para. 12, 13, and 14) 1'-5"

Difference 1'-2 $\frac{1}{2}$ "Percentage as below 32%

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house 4.64

Allowance for Deck Erections 4.64

Length. Length allowed. Height.  
 Forecastle 28' 28' 6'-6"  
 Bridge House 6' 6' 7'-0"  
 † Raised Qr. Dk. } 26'-4 $\frac{1}{2}$ " ×  $\frac{36}{374}$  = 25.55 × 3'-0"  
 Poop 60'-38"

Total 114.66 59.55 4.152  
 Length of Ship 114.66

Corresponding percentage } 32% max.  
 (Para. 11, 12, 13, or 14)

## CORRECTION FOR LENGTH.

Length of Ship on Loadline 114.66Length in Table 126Difference 11.34Correction for 10 ft., Table A. .9 Table C. .5× Difference divided by 10 1.02 = 1 $\frac{1}{8}$  (if required.) .567 =  $\frac{1}{2}$ If  $\frac{1}{10}$ ths length covered by erections divide by 2 }

## CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered .5Thickness of usual wood deck, less stringer 3 - .46

$$2.54 \times .5 = 1.27 = 1\frac{1}{4}$$

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 21.5Round of Beam 8Normal round  $5\frac{3}{8}$ Difference  $2\frac{5}{8}$ 

$$\div 2 = 1.312$$

Proportion of Deck uncovered (Para. 19)  $.5 \times 1.312 = 3/4$  as beforeFreeboard, Table A. At .78 and 10'-6"Correction for Sheer 1'-6"Correction for Length 1'-3 $\frac{5}{8}$ "Allowance for Deck Erections 4'-2"Correction for Round of Beam 10 $\frac{5}{8}$ "Correction for Iron Deck (if required) 1 $\frac{1}{4}$ "

Additions for non-compliance with provisions }

of Para. 11 (d) and (e) † }

Other Corrections (if any) for hatch etc. 2 $\frac{2}{8}$ "+ 2 $\frac{3}{8}$ "Winter Freeboard 11 $\frac{3}{4}$ "Summer Freeboard 10 $\frac{1}{4}$ "

Indian Summer

N. A. Winter Freeboard 1 $\frac{1}{4}$ "

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at the intersection of the deck with side }

Winter Freeboard from deck line §

Summer " " " "

Indian Summer " " " "

N.A. Winter " " " "

FREEBOARD recommended amidships from centre of disc to top of Statutory Deck Line, Wood (Iron) Deck:—

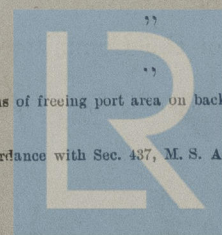
Fresh Water Line 2" ins. above centre of Disc. Corresponding Freeboard 9 $\frac{1}{2}$ "Indian Summer Line NOT ENGAGEDWinter Line 1 $\frac{1}{2}$ " belowWinter North Atlantic Line NOT ENGAGED

\* 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.

‡ State dimensions of freeing port area on back of this form.

§ Marked in accordance with Sec. 437, M. S. Act, 1894.



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DELETE WORDS WHICH DO NOT APPLY.

The Crew are, are not, berthed in the Bridge house.

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 (c) each side of vessel = Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.			
	×		×		} Freeing Ports each side of vessel	=	Sq. ft.
	×		×				
Total excess deficiency						=	Sq. ft.

If the sill of the lowest side scuttle would 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.

Do all the Frames extend to the top height in the Poop?

Do.	do.	do.	Raised Quarter Deck?	Yes.
Do.	do.	do.	Bridge House?	Yes.
Do.	do.	do.	Forecastle?	Yes.

To what height do the Reverse Frames extend?

Has the ~~Poop~~ or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? Yes.

How are the openings closed? none.

Is the Poop or Raised Quarter Deck connected with the Bridge House? Yes.

Are the Engine and Boiler openings covered by a Bridge, ~~Poop~~, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deck House? Yes.

If the openings are not so protected, are the exposed parts of the Casings efficiently constructed?

What is their height? 6'-6"

Are suitable means provided for closing all openings in exposed Casings in bad weather?

Has the Bridge House an efficient Bulkhead at the fore end? Yes.

How are the openings closed? none.

Give thickness of Bridge Front plating - 3 Coaming plate - 3 Stiffeners 4 x 3 x 3/4 spaced 24 bracketted

Has the Bridge House an efficient Iron Bulkhead at the after end? Yes.

How are the openings closed? none.

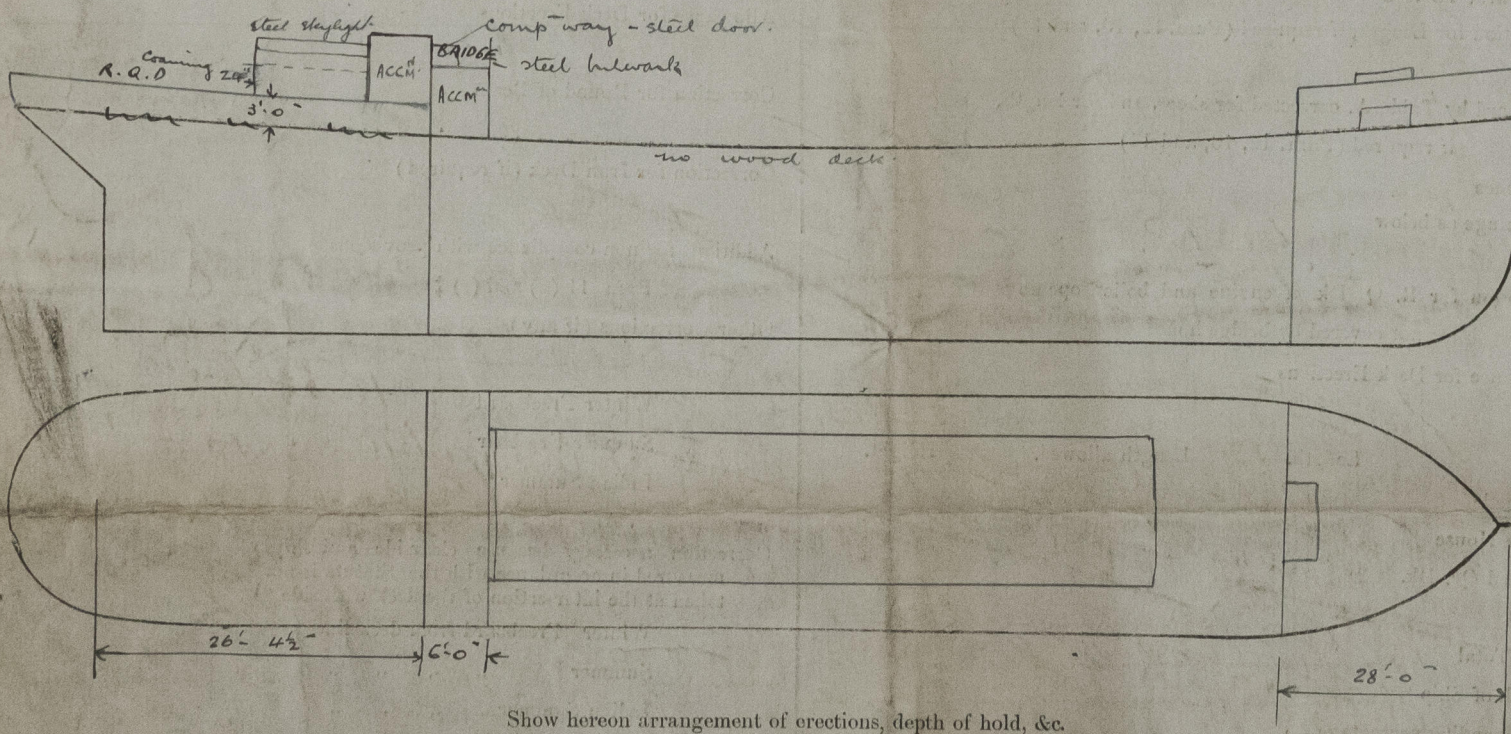
Is the Forecastle at least as high as the main or top-gallant rail

Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? Yes.

Are the Weather Deck Hatchways efficiently constructed and at least equal to the Rule requirements? Yes.

What is the thickness of the Hatches? 3 1/2" State the height of the Coamings in Fore Well 36 In After Well

State any special features in the construction of the Vessel



Show hereon arrangement of erections, depth of hold, &c.

The Freeboards, as stated on the other side, being in accordance with the Tables, it is submitted that the same be assigned.

*Bay*

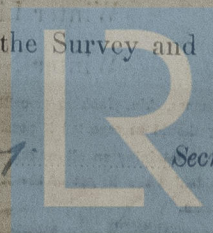
(170.) J. F. K. Chief Surveyor.

Passed at a meeting of the Committee of Management of the British Corporation for the Survey and Registry of Shipping on the 9th July, 1934.

M&C & Co. Ltd.

*James G. ...*

Sgt. John Fleming



Secretary.

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