

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD - STEAM SHIPS.

Index No. **33716**
 (For London Office only.)
 2 MAY 1930
 GLASGOW REPORT No. 50386

AUX. 3 M. SCHOONER
 PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
 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 **GRANGEMOUTH**
 Date of Survey **WHILST BUILDING**
 Name of Surveyor **W.A. GRIER**

Ship's Name. JOHN WILLIAMS	Port of Registry and Nationality. LONDON U.K.	Official Number.	Gross Tonnage.	Date of Build. 1930	Particulars of Classification. ± 100A.1. YACHT REGISTER.
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Registered Length from Register. 117.65	BREADTH. 25.1	DEPTH. 8.25	UNDER DECK TONNAGE. 186.43
Length on LINE. 110	Frame Depth Rule 4	Ceiling Sheer FITTED	Peak Tanks } INCL. TONNAGE BETWEEN T.F. IN ER + NORMAL LINE OF FLOORS 8.3 TONS

Moulded Depth as measured..... **11-0**
 Addition for Keel below base line for draught record..... **5** inches.

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

Efficient of fineness.....
 Modification necessary }
 Para. 4 (a) to (e)]* }
 Efficient as corrected

CORRECTION FOR LENGTH.
 Length of Ship on Loadline.....
 Length in Table
 Difference
 Correction for 10ft., Table A.
 × Difference divided by 10
 If $\frac{1}{10}$ ths length covered divide by 2

Stem..... **48**
 Sternpost ... **12** } $60 \div 2 = 30$... Mean
 at $\frac{1}{2}$ of the length from { Stem **27**
 Sternpost **7** } $34 \div 2 = 17$... Mean

CORRECTION FOR IRON DECK.
 Proportion covered, if less than $\frac{7}{10}$ ths length covered
 Thickness of usual wood deck, less stringer

Mean Sheer
 Forward mean Sheer [Table, Para. 18]
 Difference..... $\div 4 =$
 Limited as Para. 18 (f)

CORRECTION FOR ROUND OF BEAM.
 Breadth at Gunwale amidships.....
 Round of Beam..... **6**
 Normal round..... **6 1/4**
 Difference $\frac{1}{4} \div 2 = \frac{1}{8}$
 Proportion of Deck uncovered (Para. 19)

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

In Sheer } At front of bridge house.....
 amidships } At after end of forecastle
 Para. 18 (e) }

Freeboard, Table A
 Correction for Sheer.....
 Correction for Length.....
 Allowance for Deck Erections.....
 Correction for Round of Beam.....
 Correction for fall in Sheer (if any).....
 Correction for Steel Deck (if required)

In Sheer } $\div 2 =$
 Para. 18 (d) }
 Deck uncovered
 Correction

Other Corrections (if any)

ALLOWANCE FOR DECK ERECTIONS :-
 Forward, Table C.....
 Allowance for Length, if required (Para. 12, 13, and 14)

Winter Freeboard
 Summer Freeboard
 Indian Summer Freeboard
 N. A. Winter Freeboard

Correction by Table A, corrected for sheer, and for length, }
 if required (Para. 11, 12, 13, and 14) }
 Allowance as below.....

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side.

Allowance for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 15) }
 Allowance for Deck Erections

Length.	Length allowed.	Height.
18' 5" AT L.W.L.		3'-0"
Qr. Dk. 21' 3" AT SIDES		
23' 0" AT CENTRE		2'-0"

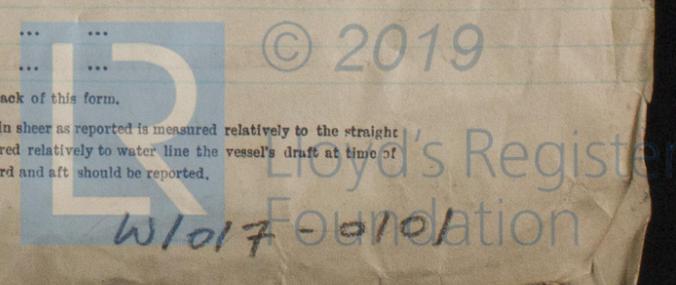
Winter Freeboard from deck line }
 Summer " " " " }
 Indian Summer " " " " }
 N. A. Winter " " " " }

BOARD 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	" " "	...

When, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside should be reported if possible.
 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 vessels the total standard mean sheer means the sheer measured at the stem and stern.
 In vessels having poops and forecastles, it means the sheer measured at points distant $\frac{1}{4}$ th 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.



Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? **YES** Bridge House? Forecastle? **YES**
 To what height do the Reverse Frames extend?
 Has the ~~Poop~~ Raised Quarter Deck an efficient ~~Iron~~ ^{STEEL} 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? **NO** 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? **SAME HEIGHT** 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? **YES**
 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? **30"** 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 the Rules? Give particulars below:—

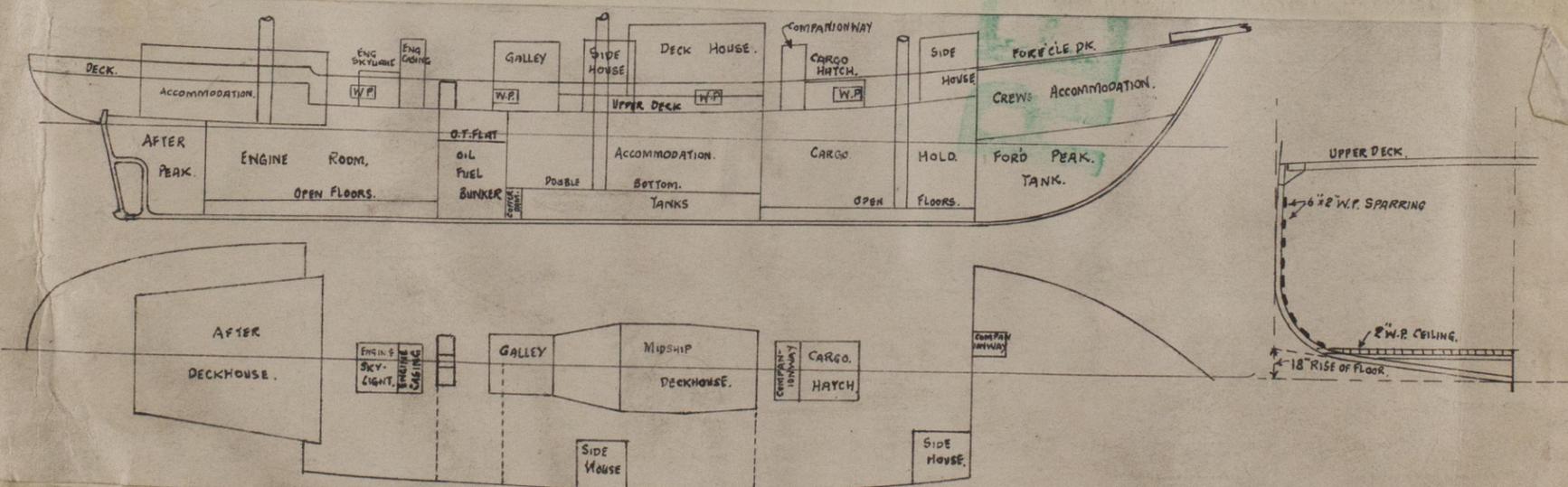
Position.	№ 1								
Size.	6-4 x 6-0								
COAMING.	Height above top of DECK	30							
	Thickness { Sides.....	.36							
	Ends.....	.36							
SHIFTING WEB PLATES.	Number.....	ONE							
	Section and Scantlings.....	1 1/2 x 2 1/2 x 30							
	Material.....	STEEL							
* FORE AND AFTERS.	Number.....	NONE							
	Section and Scantlings.....	NONE							
	Material.....	NONE							
HATCHES Thickness.....	2 1/2"								
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 keel 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 **59 FT**
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = **12 1/2** Sq. ft.
 Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = **14** Sq. ft.
 $2.58 \times 1.37 \times 4$
 Total deficiency or excess = **1 1/2** 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 *as per approved midship section, profile deck plans forwarded herewith*

Builder's name and yard number **GRANGEMOUTH DOCKYARD CO'S NO 418.**

Names of sister vessels

Owners **LONDON MISSIONARY SOCIETY CORPORATION.**

Address **LONDON.**

Fee £ : : Received by me

