

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

SURVEYS FOR FREEBOARD.

No. 14841.

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.				Port of Survey <i>Glasgow</i>	
				Date of Survey <i>While building</i>	
				Name of Surveyor <i>A.B. Wilson</i> <i>J.M. Shewma</i>	
Ship's Name. <i>The Lady Belle</i>	Gross Tonnage.	Official Number. <i>109733</i>	Type of Ship. <i>"Well" deck</i>	Date of Build. <i>1900</i>	Particulars of Classification. <i>100 A.I. Contemplated</i>
Number in Register Book					
Registered Length <i>140.4</i> Breadth <i>24.15</i> Depth <i>9.95</i>			Moulded Depth as measured <i>10.8 1/2</i>		
Length on Loadline <i>140</i> Breadth <i>24.15</i>					
Depth <i>9.95</i> <i>.20 Ceiling</i> <i>10.15 1/2 floors</i>			Tons und. Dk. <i>217.23</i> <i>Free hold 15.00</i> $\times 100$ <i>232.23</i>		
$\frac{217.23 \times 100}{140 \times 24.15 \times 10.15} = .633$			$\frac{232.23 \times 100}{140 \times 24.15 \times 10.15} = .676$		
Co-efficient of fineness <i>.633</i>			CORRECTION FOR LENGTH:—		
Any modification necessary [Para. 4 (a) to (e)]			Length of Ship on load line <i>140</i>		
Co-efficient as corrected <i>.676</i>			Length in Table <i>128.5</i>		
			Difference* <i>11.5</i>		
			Correction for 10ft., Table A. <i>.9</i> Table C.		
			\times Difference* divided by 10 <i>1.03</i> (if required.)		
			If 1/10ths length covered divide by 2. <i>Say + 1/2</i>		
			CORRECTION FOR IRON DECK:—		
			Proportion covered, if less than 1/10ths length covered <i>3 - 2</i>		
			Thickness of usual wood deck, less stringer <i>Say - 2 1/2</i>		
			CORRECTION FOR ROUND OF BEAM:—		
			Round of Beam <i>6</i>		
			Normal round <i>6</i>		
			Difference $\div 2 =$		
			Proportion of Deck uncovered (Para. 17)		
			Freeboard, Table A <i>1.5 1/2</i>		
			Correction for Sheer <i>1 1/4</i>		
			Correction for Length <i>1 - 4 3/4</i>		
			Allowance for Deck Erections <i>10 3/4</i>		
			Correction for Round of Beam <i>2 1/2</i>		
			Correction for Iron Deck (if required) <i>87 1/4</i>		
			Additions for non-compliance with provisions of Para. 11 (e) and (f) <i>8 1/2</i>		
			Other corrections (if any) <i>7 1/2</i>		
			Winter Freeboard <i>8 1/2</i>		
			Summer Freeboard <i>7 1/2</i>		
			N. A. Winter Freeboard <i>1"</i>		
			Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the deck with side. <i>9 1/2</i>		
			Winter Freeboard from deck line <i>8 1/2</i>		
			Summer " " " " <i>8 1/2</i>		
			N. A. Winter, " " " " <i>8 1/2</i>		
			FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line:—		
			Fresh Water Line above centre of Disc <i>0' 7"</i>		
			Indian Summer Line " " " " <i>2"</i>		
			Winter Line below " " " " <i>1 1/2</i>		
			Winter North Atlantic Line " " " " <i>1 1/2</i>		

Sheer at Stem... *40 1/2*
 at Sternpost... *18*
 $\frac{58 1/2}{2} = 29 1/4$ Mean
 Sheer at 1/2 of the length from Stem *25*
 Sternpost *9*
 $\frac{34}{2} = 17$ mean
 Standard Sheer (Table, Para. 16) *24*
 Difference $\frac{5 1/4}{4} = -1 1/4$
 Sheer drops *18"* at *14 ft.* abaft amidships
 Rise in Sheer from amidships
 [Para. 16 (e)] At front of bridge house *5"*
 At after end of forecastle *1-9*
 ALLOWANCE FOR DECK ERECTIONS:—
 Freeboard, Table C. *6 3/4*
 Correction for Length, if required (Para. 12 and 13) *6 3/4*
 Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12 and 13) *1.5 1/2*
 Difference *1 - 4 1/4*
 Percentage as below *72 1/2*
 Correction of R. Q. Dk. less than 4ft. high, or if engine and boiler openings not covered by bridge house *+ 1/4*
 *Allowance for Deck Erections *Say - 6 1/2*
 Length. Length allowed. Height.
 Forecastle *24.6"* *22.25* *7.0*
 Bridge House *10.6* *10.50* *7.0*
 Raised Qr. Dk. *75.9* *75.75* *3-9 or 13.75*
 Poop *110.3* *108.50* *for drop in sheer*
 Total *140.0* *140* *.775*
 Length of Ship *140.0*
 Corresponding percentage (Para. 11, 12, or 13) *.72 1/2*
 12.4.00
 Particulars should be stated on the back of this Form as to the character of the Erections, and whether closed in or not.
 State dimensions of freeing port area on the back of this form.
 Marked in accordance with Sec. 25, 76.

14352

ERASE WORDS WHICH DO NOT APPLY.

The Crew ~~are~~, 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 × 2 = 59.6
Freeing Ports

= Sq. Ft. 19.0 ✓

Ft.	Tenths.	×	Ft.	Tenths.	×	No.
2.25		×	1.5		×	3
2.25		×	1.5		×	3

= Sq. Ft. 20.25 ✓

Total deficiency = Sq. Ft.

Total excess = 1.25

CHARACTER OF DECK ERECTIONS.

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

Do. do. do. do. Raised Quarter Deck? *yes*

Do. do. do. do. Bridge House? *yes*

Do. do. do. do. Forecastle? *yes*

To what height do the Reverse Frames extend? *20 upper turn of bilge in way of main dk. 20 side stringer & deck alternately in way of 2nd dk.*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at its fore end? *yes*

State whether the Bridge House efficiently covers the Engine and Boiler Openings *no*

Has the Bridge House an efficient Iron Bulkhead at the fore end? *yes*

Are efficient Doors fitted to the Passage Ways? *no passageways*

Describe how and to what extent it is Stiffened, by angle Irons, Bulb Plates, or otherwise *Angles*

Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*

Are efficient Doors fitted to the Passage Ways? *no passageways*

Are efficient Iron Doors fitted to the Passages of the Bridge House, or is it entered from above? *Entered from above*

Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? *yes*

Are the Hatchways efficiently constructed? *yes* State the height of the Coamings *18"*

Are the Hatches solid? *yes* What is their thickness? *2 1/2"*

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? *yes*

State any special features in the construction of the Vessel

Midship Section & Profile forwarded herewith

rec'd JRB

returned 12/4/00

Owners

Address

Fee £

Received by me



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