

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.					Port of Survey <i>Newcastle-on-Tyne</i>	
<i>Hawthorn Leslie & Co</i> Nos <i>529 & 530.</i>					Date of Survey <i>15.2.22.</i>	
Ship's Name, <i>hull dimensions 450 x 59'-3" x 31'-6"</i>					Name of Surveyor	
Port of Registry and Nationality.		Official Number.		Gross Tonnage.	Date of Build.	
Number in Register Book				Particulars of Classification <i>+100 A.I. Shelter Deck with freeboard.</i>		
Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	<i>SUEZ</i> UNDER DECK Tonnage.	Moulded Depth as measured <i>31'-6"</i> Main Deck.	
Length on LOADLINE	<i>450.0</i>	Frame Depth <i>11</i> Rule <i>7/4</i>	No Ceiling <i>+20</i> Sheer <i>+72</i> Tank Rises.	Peak Tanks	<i>40'-0"</i> <i>Shelter</i> Spar or Awning Deck.	
CORRECTED DIMENSIONS.		<i>-67</i> <i>Herring fitted</i>				
Co-efficient of fineness <i>Block Coefft .75 @ 25'-6" draught given by builders</i>					NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.	
Any modification necessary [Para. 4 (a) to (e)*]						
Co-efficient as corrected <i>Assumed .76.</i>						
Allowance for strength in excess of Lloyd's rules =					CORRECTION FOR LENGTH:—	
State particulars—					Length of Ship on Load Line.... <i>450</i>	
					Length in Table..... <i>378</i>	
					Difference..... <i>72</i>	
					Correction for 10ft..... <i>0.8</i>	
					× Difference ÷ 10 = <i>5.76 + 5 3/4"</i>	
					Height of 'Tween Decks..... <i>8'-6"</i>	
					(From top of beam to top of beam at side)	
					Correction for Height of 'Tween Decks in Spar-decked Ships.....	
					Freeboard Table <i>B & C</i> <i>5'-0"</i>	
					Correction for Length..... <i>+ 5 3/4</i>	
					<i>5'-5 3/4</i>	
					Correction for Height of 'Tween Decks in Spar-decked Ships..... <i>8'-5</i>	
					<i>13'-10 3/4</i>	
					Correction for Strength in excess of Lloyd's rules.....	
					Correction for Iron Deck if required.....	
					Other Corrections (if any).....	
					Winter Freeboard..... <i>13'-10 3/4"</i>	
					Summer Freeboard..... <i>13'-4 1/4</i>	
					Indian Summer Freeboard..... <i>12'-9 3/4</i>	
					N.A. Winter Freeboard..... <i>✓</i>	
					Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side <i>+ 1/2</i>	
					Winter Freeboard from Deck Line..... <i>13'-11 1/4</i>	
					Summer " " "..... <i>13'-4 3/4</i>	
					Indian Summer " " "..... <i>12'-10 1/4</i>	
					N.A. Winter " " "..... <i>✓</i>	
FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—					<i>13'-4 1/2"</i> <i>As a Cargo Steamer only</i>	
Fresh Water Line above centre of Disc					<i>7"</i>	
Indian Summer Line " " " " " " " " " " " "					<i>6 1/2"</i>	
Winter Line below " " " " " " " " " " " "					<i>6 1/2"</i>	
Winter North Atlantic Line " " " " " " " " " " " "					<i>✓</i>	

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.
* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

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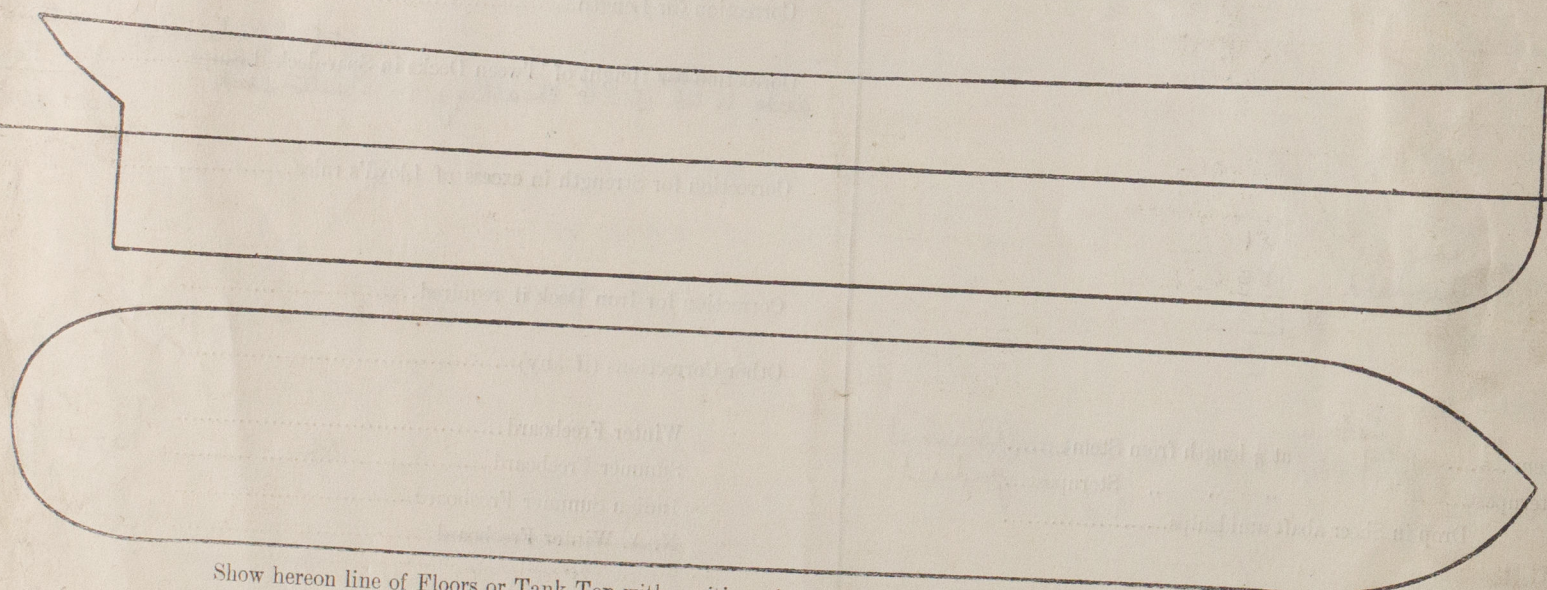
of full
a Spar-

40.0 Med Westm -
ETC
Stromer
40.0

Do all the Frames extend to the top Height in the Spar deck ?
 Do all the Frames extend to the top height in the Poop ?
 To what height do the Reverse Frames extend ?
 Has the Poop an efficient Iron Bulkhead at the fore end ?
 Give particulars of the means for closing the openings in Bulkhead
 Is the Poop connected with the Bridge House ?
 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 ?
 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 ?
 Are the Engine and Boiler openings covered by a Bridge, Poop, 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.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
COAMING.	Height above top of Deck																
	Thickness																
SHIFTING BEAMS OR WEB PLATES.	Number																
	Section and Scantlings																
* FORE AND AFTERS.	Number																
	Section and Scantlings																
HATCHES Thickness																	
Remarks																	

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.
 (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.)



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

Owners

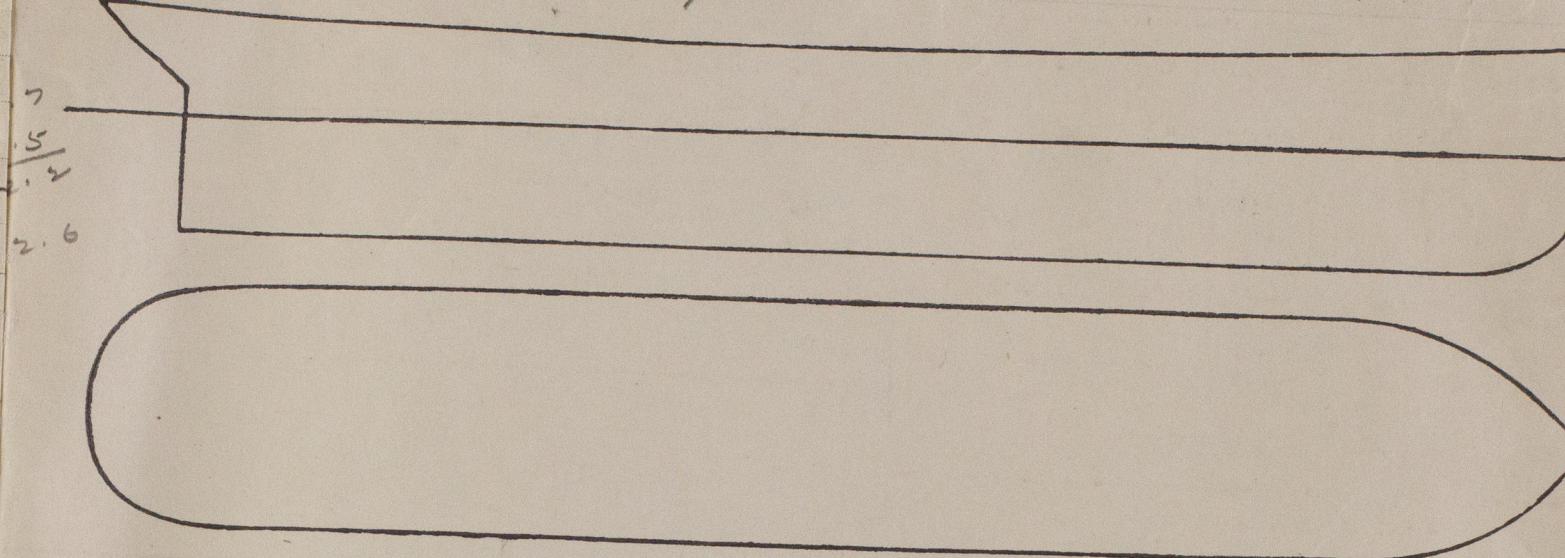
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Lloyd's Register of British & Foreign Shipping.

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
Number in Register Book	Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	
Length on LOADLINE.	450				
Co-efficient of fineness	Present, with sheer correction Without sheer correction Block (say) Ray. 76				
					Moulded Depth as measured 31-6 1/2 Thickness of stringer plate or wood deck 31-6 1/2 Depth to use with Tables 31-9 6 3" wood dk



ALLOWANCE FOR DECK ERECTIONS :—					
Means of closing.	Length.	% Table 2.	Height corr ⁿ	Length allowed.	Height.
Forecastle					
Bridge House					
Raised Qr. Dk					
Poop					
Total					
Length of Ship					
Type factor.					
Effective ratio.					
Difference.					
Allowance =	x		x		=

CORRECTION FOR LENGTH.	
Length of Ship on Load Line.....	450
Length in Table	381
Difference	69
Correction17
	488
	698
	11.73
	5.86

SUMMARY.	
Freeboard, Table A	Inches. 92.6
Correction for Sheer	
Correction for Length	+ 5.86
Allowance for Deck Erections	98.46
Correction for Round of Beam	40
	58.46

Sheer.	Products.	
1	1	
2	4	
3	2	
4	4	
5	2	
6	4	
7	1	
	18)	
Mean sheer	=	87.3
Standard	=	27.00
Deficiency or excess	=	1

Wood	Summer	
or Iron	addition	
Deck.	Winter	
		4-10 1/2
		31-9
Present	Summer	26-10 1/2
Assignment	Winter	held, dr.
		3
Difference	Summer	
	Winter	

CORRECTION FOR ROUND OF BEAM.	
Moulded Breadth	
Round of Beam	
Standard 1/8 Moulded Breadth	
Difference	÷ 4 =
Winter Addition	
1/8 Moulded Summer Draft =	

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