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(For London Office only.)

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

No 42466

B.T. COPY WRITTEN
PARTICULAR

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR
AWNING DECKS.

Port of Survey *Glasgow*
Date of Survey *26th Jan. 1923*
Name of Surveyor *George Nicol*

Name of Surveyor

Particulars of Classification.

* 100. A. I. *Shelter deck with
freeboard. (class contemplated)*

Ship's Name.
"S. DAVISIAN"
Anderson H. No. 511
Number in Register Book

Port of Registry
and Nationality.
Liverpool
British

Official
Number.
147200

Gross
Tonnage.
6433.39

Date of Build.
1923

Particulars of Classification.

* 100. A. I. *Shelter deck with
freeboard. (class contemplated)*

Registered dimensions from Ship's Register.	LENGTH. 400.35	BREADTH. 52.6	DEPTH. 26.95 U.D. 35.05 S.D.	UNDER DECK Tonnage. 4542.83 1508.18
Length on LOADLINE	399.5	Frame Depth 9 Rule " 6 " 3 " 2 - .50	Ceiling + 20 Sheer + 50 Fallen + 16 Tank + 16	Peak Tanks
CORRECTED DIMENSIONS.	399.5	52.0	27.81	4542.83

Moulded Depth as measured 29'-6" Main Deck.
..... 37'-7½" Shelter
..... Spar or Awning Deck.

Co-efficient of fineness $\frac{4542.83 \times 100}{399.5 \times 52 \times 27.81} = 786$

Any modification necessary {
[Para. 4 (a) to (e)*] }
Co-efficient as corrected $\frac{Cell. A}{Cell. B} = 77$

Addition for Steel } $2\frac{3}{4}$
below base

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

Allowance for strength in excess of Lloyd's rules = 37 (Table A limit)

State particulars—

3. Complete steel decks. Deep bulb angle framed

7. W.T. bulkheads to shelter deck
off peak bulkhead to upper deck.
2 W.T. Bulkheads to 2nd deck.

No Damage opening.

Sheer at Stem 90 at 8 length from Stem 50.75
Sternpost. 46.75 " " " Sternpost. 24.25
Drop in Sheer abaft amidships.....

Round of Spar-deck Beam.....	13
" " Main-deck "	13

	Length	×	Height	State if open or closed at ends
Forecastle		×		
Bridge.....	143	×	8'-0"	Closed forward open aft
Poop.....		×		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood (Iron)~~ Deck :-

Fresh Water Line	above	centre of Disc
Indian Summer Line	"	"	"
Winter Line	below	"	"
Winter North Atlantic Line	"	"	"

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Height of 'Tween Decks.....		4' - 2 $\frac{1}{4}$ "
(From top of beam to top of beam at side)		3 $\frac{3}{4}$ "
Correction for Height of 'Tween Decks in Spar-decked Ships.....	+	4 - 6 "
Freeboard Table Bar C		8 - 1 $\frac{1}{2}$ "
Correction for Length.....		12 - 7 $\frac{1}{2}$ "
Correction for Height of 'Tween Decks in <i>Shell</i> Spar-decked Ships.....		3 - 1
		9 - 6 $\frac{1}{2}$ "
Correction for Strength in excess of Lloyd's rules.....		- 3 $\frac{1}{2}$ "
		9 - 3
Correction for Iron Deck if required.....		
Other Corrections (if any).....		

Winter Freeboard.....	9-3
Summer Freeboard.....	8-8½
Indian Summer Freeboard.....	8-2
N. A. Winter Freeboard.....	✓

Correction necessary because clearside amidships measured
in accordance with the Statute is not taken at inter-
section of the ^{steel} ~~wood or iron~~ deck with side } 1 3/4 "

Winter Freeboard from Deck Line	9'-4 $\frac{3}{4}$ "
Summer " " "	8'-10 $\frac{1}{4}$ "
Indian Summer " "	8'-3 $\frac{3}{4}$ "
N.A. Winter " "	✓

Steel Shells
Wood (Iron) Deck :—

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.

MARKING FORM

RECEIVED 20 FEB 1929

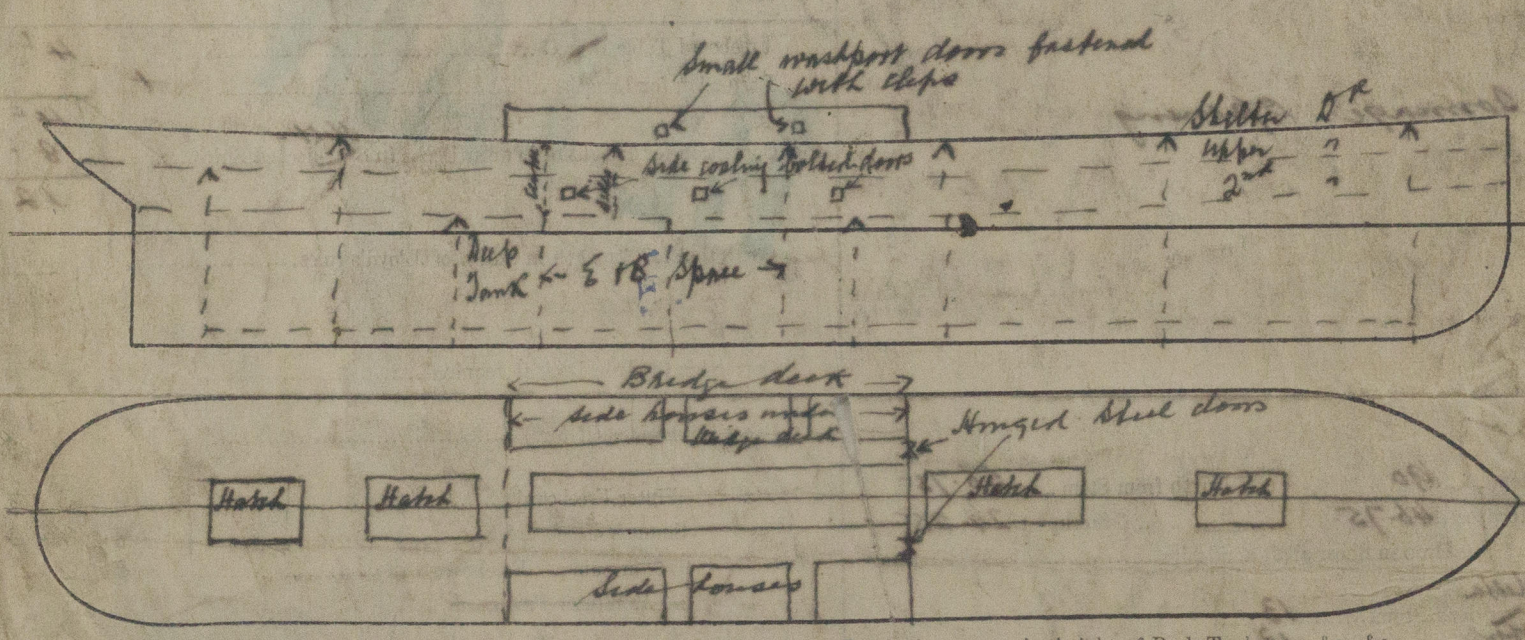
P.T.O.

FORM
20 FEB 1923

Do all the Frames extend to the top Height in the Spar deck? *Shell 7/8 in way of bridge and both peaks, elsewhere to upper and deck alternately. Between 3/5 L and 1/4 L aft and aft peak bulkhead*
 Do all the Frames extend to the top height in the Poop? *Bridge House? Ultimate frames* Forecastle? *✓*
 To what height do the Reverse Frames extend? *Across floors in double bottom*
 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? *✓* Has the Bridge House an efficient Bulkhead at the fore end? *yes*
 Give particulars of the means for closing the openings in Bulkhead *Hinged steel doors*
 What is the thickness of the Bridge Front plating? *40* and Coaming plate? *44*
 Give scantlings and spacing of the Stiffeners *8 x 3 1/2 x 64 B. A. 30" apart.*
 Are bracket plates fitted at each end of the Stiffeners? *yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *yes*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *no*
 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? *yes*
 Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by Bridge deck*
 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? *yes*
 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:— *yes*

Position and Size.		N.1. 19'6" x 14'0"		N.2. 25'2" x 16'0"		N.3. 13' x 17'6"		N.4. 26' x 16'		N.5. 19'6" x 16'	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30		Same as N.1							
	Thickness { Sides.....	44									
	{ Ends.....	44									
SHIFTING BEAMS OR WEB PLATES.	Number	Three		Three		Two		Two		Three	
	Section and Scantlings	12 x 6 x 32		14 x 8 x 34		14 x 8 x 34		12 x 6 x 32		14 x 7 x 34	
	Material	3 x 3 x 42 (2)		7 3/4 x 3 x 42 (2)		7 3/4 x 3 x 42 (2)		7 3/4 x 3 x 42 (2)		7 3/4 x 3 x 42 (2)	
* FORE AND AFTERS.	Number										
	Section and Scantlings	Side and end coamings fitted with horizontal		No fore and afters						battens 7 x 3 x 42	
	Material										
HATCHES Thickness		3" pine		3" pine		3" pine		3" pine		3" pine	
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 *is a shelter deck steamer without a tonnage opening, and is a sister ship to the same builders N. 505/6/7/8, the S. S. Dakotian, "Dakotian", "Darian" and "Daytonian". Reports N. 40684 40883, 41393, and 42144. Request form N. 9 is enclosed herewith also approved plans of midship section and decks and plan showing houses under bridge deck*

Owners *J. Heyland & Co. Ltd*
 Address *Liverpool*

Fee £ 11 : 0 : 0 Received by me *See J. E. Report.*