

~~N.º 9704~~

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MON. 16. APR. 1917

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~~N.º 9704~~

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Lloyd's Register of British & Foreign Shipping.
SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPAR OR~~
AWNING DECK.

Port of Survey Indianapolis
Date of Survey White Building
Name of Surveyor E. H. Carter

Ship's Name.		Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"H" No 20651		Bz	140672		1917	+100 at Awning Wk with foreboard (Contemplated)
Length.	Breadth.	Depth.	Under Deck Tonnage.	Moulded Depth as measured 27' 6" Main Deck. 35' 6 1/2" Spar or Awning Deck.		
98.8	51.6	32.95	5638.67			
Frame Depth	Ceiling 4.20	Peak In	Tanks above			
Rule "6"	Sheet 1.16					
2x 2 1/2 - 8 1/2	Bank					
99.8	50.77	34.31	5638.67			
<p>NOTE.—If depth is measured when vessel is aboat, the deduction of measurement should be reported.</p>						
CORRECTION FOR LENGTH:—						
Length of Ship on Load Line....				399.8		
Length in Table				330.0		

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

strength in excess of Lloyd's rules =

179— Vessel constructed with
 16 angle framing, two
 decks five bulkheads to main
 deck in two decks, and
 one bulkhead to running deck

Height of 'Tween Decks.....
(From top of beam to top of beam at side)
Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C	3 - 6 ⁷ / ₄
Correction for Length	+ 5 -
	3 - 11 ¹ / ₄
Correction for Height of 'Tween Decks in Spar-decked Ships	7 - 11 ¹ / ₂
	11 - 10 ¹ / ₂
	1 - 3 ¹ / ₂
Correction for Strength in excess of Lloyd's rules	10 - 7

Correction for Iron Deck if required..... $\frac{10 - 3\frac{1}{2}}{3\frac{1}{2}}$

Other Corrections (if any).....

Winter Freeboard.....	10 - 3½
Summer Freeboard.....	9 - 9½
Indian Summer Freeboard.....	9 - 3½
N. A. Winter Freeboard	✓

Correction necessary because clearside amidships measured
in accordance with the Statute is not taken at inter-
section of the ~~wood~~ or iron deck with side

Winter Freeboard from Deck Line	.....	10-54
Summer	" "	9-114
Indian Summer	" "	9-54
N.A. Winter	" "	✓

Line, Wood (Iron) Deck:—

Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...	6
Indian Summer Line	" "	"	...	...	...	...	...	...	6
Winter Line	below	" "	...	...	...	...	...	...	✓
Winter North Atlantic Line	" "	" "	...	...	...	...	...	...	✓

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 on 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 frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

[P.T.O.]

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IMPROVING REPORT

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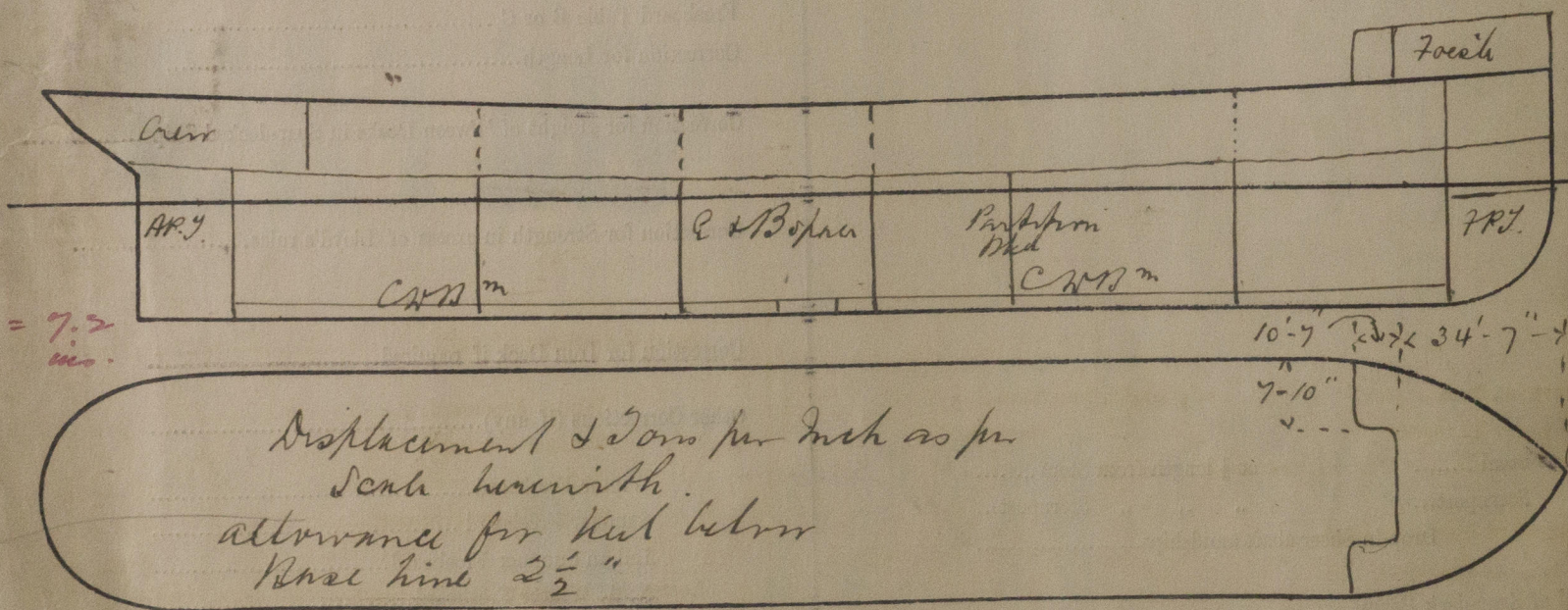
Working Report.
The Lloyd's Register
Foundation

Do all the Frames extend to the top Height in the Spar deck? ☒ Awning deck? *Yes*
 Do all the Frames extend to the top height in the Poop? ☒ Bridge House? ☒ Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Bulk angle framing*
 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? ☒
 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? *Yes* Has the Forecastle an efficient Iron or ~~Wood~~ Bulk'd. at after end? *See plan*
 Are the Engine and Boiler openings covered by a Bridge, Poop, 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? *Yes*
 Give thickness of plating; scantlings and spacing of Stiffeners *Plating .3. Framing .4 Stiff 4"x3"x.450 34/38"*
 What is the height of the exposed Casings? *7'-0"* 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:— *As approved*

Position and Size.		No. 1. 29'-9" x 20'		No. 2. 4.5. 31'-10" x 20'		No. 3. 25'-6" x 20'			
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"		30"		30"			
	Sides.....	.5-		.5-		.46			
	Thickness { Ends.....	.4		.4		.4			
SHIFTING BEAMS OR WEB PLATES.	Number	<i>2 1/2"</i>		<i>2 1/2"</i>		<i>2 1/2"</i>			
	Section and Scantlings	<i>25/21 x .4 7/16</i>		<i>27/23 x .4 7/16</i>		<i>20/18 x .4 7/16</i>			
	Material	<i>Steel</i>		<i>Steel</i>		<i>Steel</i>			
* FORE AND AFTERS.	Number	<i>Nil</i>		<i>Nil</i>		<i>Nil</i>			
	Section and Scantlings								
	Material								
HATCHES Thickness		3"		3"		3"			
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 *Shut screw steamer, built angle from cellular W.B. bulkheads & twin deck tops as shown & as per plans (2) herewith*

Owners *Builders. Messrs Richardson & Co Ltd*

Address *Stockton-on-Tees*

Fee £

Received by me



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