

Lloyd's Register of Shipping.

25702

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

ON REPORT PRIESTMANS No 263

SMALL 1913

ULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
LLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR
OP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS
CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

SHELTER DECK WITH TONNAGE OPENING AFT. 4-2x18-0

Port of Survey **SUNDERLAND**

Date of Survey **22-3-18**

Name of Surveyor **Wagner**

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
LAND	U.K.	142374	3617	1918	† 100 A1. SHELTER DECK WITH FREEBOARD CONTEMPLATED

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
365.0	51.5	22.1	3513.79
364.21	Frame Depth $9\frac{1}{2}$ Rule „ $5\frac{1}{2}$ -67 NO SPARRING $+33$	Ceiling +2 Sheer +65	Peak } Tanks } INCLP
364.21	51.16	22.95	3513.79

Moulded Depth as measured..... **24-6**

Addition for Keel below base line
for draught record..... **2 7/4** inches.

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	364.21
Length in Table	294
Difference	70.21
Correction for 10ft., Table A.	1.3 Table C.
× Difference divided by 10	9.13 (if required.) ✓
If $\frac{1}{10}$ ths length covered divide by 2	4.56
	+ 4 1/2

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	
Thickness of usual wood deck, less stringer	- 3 1/2

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	49-11 1/2
Round of Beam	12 1/2
Normal round.....	12 1/2
Difference	÷ 2 =
Proportion of Deck uncovered (Para. 19)	✓

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

of fineness..... **.82**
ation necessary }
(a) to (e)]* }
as corrected **.80**

m..... **90** }
mpost ... **45** } $135 \div 2 = 67.5$... Mean
of the length from { Stem **51** } $77 \div 2 = 38.5$... Mean
 { Sternpost **26** } $55 = 70$

ean Sheer **68.75** ✓
ean Sheer [Table, Para. 18] **46.42** ✓ Correction
Difference..... $22.33 \div 4 =$ **5.58** ✓
d as Para. 18 (f).....
-5 1/2 ✓

sheer { At front of bridge house.....
ships {
(e) { At after end of forecastle ✓

sheer }
(d) } $\div 2 =$
covered ✓ Correction

ALLOWANCE FOR DECK ERECTIONS :—

Table C..... **2-6 1/2** ✓
or Length, if required (Para. 12, 13, and 14) ✓
by Table A. corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) }
..... **5-0** ✓
..... **2-5 1/2** ✓
as below..... **94.28** ✓

or R. Q. Dk. if engine and boiler openings not }
d by bridge house (Para. 11) }
or Deck Erections **2-3 3/4** ✓

Length.	Length allowed.	Height.
328.71	328.71 ✓	7-6
4.17		
31.33		
29.25	30.29 ✓	7-6
364.21	359 ✓	
	364.21 ✓	
	364.21 ✓	

g percentage } **94.28** %
(12, 13, or 14)

RD recommended amidships from centre of Disc to top of Statutory Deck Line, **Wood** (Iron) Deck :—
Fresh Water Line above centre of Disc ... **6** ✓
Indian Summer Line „ „ „ ... **4 1/2** ✓
Winter Line below „ „ „ ... **4 1/2** ✓
~~Winter North Atlantic Line~~ „ „ „

skin planking, or ceiling are of unusual thickness the breadth of vessel to inside should be reported if possible.
ning an allowance for deck erections under Para. 11 where the sheer drops abaft amid-
ght of the R.Q.D. is to be taken from the level of the top of the amidship beam.
Yessels the total standard mean sheer means the sheer measured at the stem and stern-
ssels having poops and forecastles, it means the sheer measured at points distant
of the vessel's length from stem and stern-post.

Freeboard, Table A	5-5 1/2 ✓
Correction for Sheer	-5 1/2 ✓
	5-0 ✓
Correction for Length	+4 1/2 ✓
	5-4 1/2 ✓
Allowance for Deck Erections	2-3 3/4 ✓
	3-0 3/4 ✓
Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any).....	✓
Correction for Iron Deck (if required)	- 3 1/2 ✓
	2-9 1/4 ✓
Additions for non-compliance with provisions of } Para. 11 (d) and (e) † } ✓	
Other Corrections (if any)	✓

Winter Freeboard	2-9 1/4 ✓
Summer Freeboard	2-4 3/4 ✓
Indian Summer Freeboard	2-0 1/4 ✓
N. A. Winter Freeboard	✓

Correction necessary because clearside amidships, measured
in accordance with the Statute is not taken at the } **+1 3/4** ✓
intersection of the ~~wood~~ or iron deck with side.

Winter Freeboard from deck line	2-11 ✓
Summer „ „ „ „	2-6 1/2 ✓
Indian Summer „ „ „ „	2-2 ✓
N. A. Winter „ „ „ „	✓

RD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck :—	2-6 1/2 ✓
Fresh Water Line	6 ✓
Indian Summer Line	4 1/2 ✓
Winter Line	4 1/2 ✓

† 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? **SHELTER DECK** Raised Quarter Deck? **YES** Bridge House? Forecastle?

To what height do the Reverse Frames extend? **BULB ANGLE FRAMING**

Is the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead ☒

Is the Poop or Raised Quarter Deck 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? ☒ Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? ☒

Are the Engine and Boiler openings covered by a **SHELTER DECK** **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? ☒ 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:— **YES**

Position and Size.		Nº 1. 25 x 18		Nº 2. 29-2 x 18-0		Nº 3. 29-2 x 18-0		Nº 4. 25-0 x 18-0			
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	32	18	32	18	32	18	32	18		
	Thickness { Sides.....		44		44		44		44		
	{ Ends.....		44		44		44		44		
SHIFTING BEAMS OR WEB PLATES.	Number	FOUR		FIVE		FIVE		FOUR			
	Section and Scantlings	11 1/2 x 8 x 3/8		SAME		AS		Nº 1			
	Material	JL 4 x 2 x 44									
* FORE AND AFTERS.	Number										
	Section and Scantlings			NONE		FITTED					
	Material										
HATCHES Thickness		2 1/2		2 1/2		2 1/2		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 deck at side amidships 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 **SHELTER DECK** Sheerstrake? **72** Strake between Main and Bridge Sheerstrake? **62**

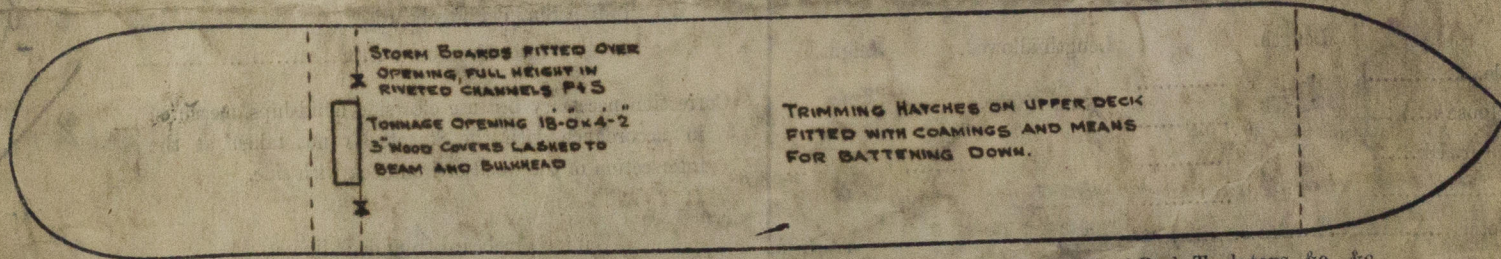
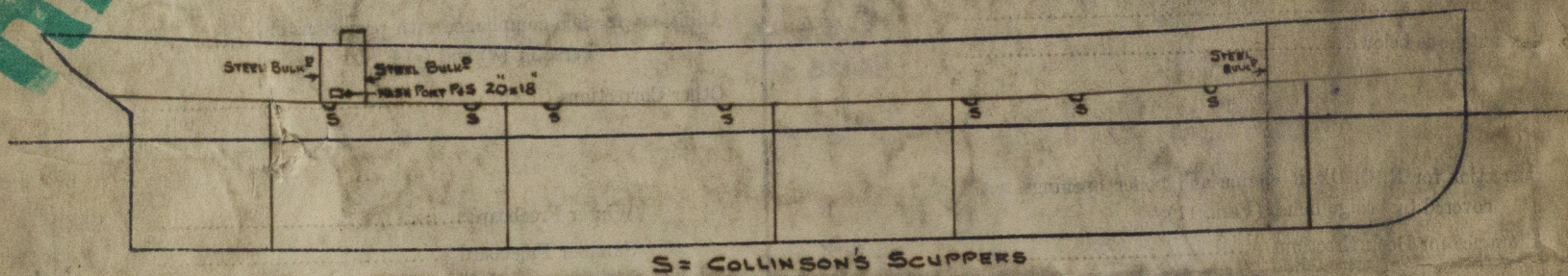
Delete the words "The Crew are, are not, berthed in the bridge house."
that do not apply "The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory."

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft. Tenths. Ft. Tenths. No. } Freeing Ports = IN TONNAGE OPENING Sq. ft.
1.67 x 1.5 x ONE (each side of vessel)

Total deficiency or excess = 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. *The approved plans of the vessel, 3 in number, are enclosed for reference. Displacement scale & scale of tons per inch forwarded for F.W. allowance. Request form herewith. This vessel is similar to the same builder S.A. Frankfort (in John Moore)*

Owners

Address

Fee £ 5

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