

31083

NEWCASTLE-ON-TYNE, Report No. 78989

Index No. (For London Office only.)

Rpt. 11b

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

BT. COPY WRITTEN

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

Port of Survey Newcastle-on-Tyne  
Date of Survey  
Name of Surveyor R. Langlands

|   |  |                 |                              |                              |   |
|---|--|-----------------|------------------------------|------------------------------|---|
| Ship's Name<br><b>"HUMBER ARM."</b>     | Port of Registry and Nationality<br><u>ST. JOHN'S N.F.L. BRITISH</u> | Official Number | Gross Tonnage<br><u>6100</u> | Date of Build<br><u>1925</u> | Particulars of Classification<br><u>+ 100/111 with freeboard contemplated</u> |
| Number in Register Book<br><u>89187</u> |  |                 |                              |                              |   |

|  |                         |                                 |                         |                                       |
|--|-------------------------|---------------------------------|-------------------------|---------------------------------------|
| Registered dimensions from Ship's Register       | LENGTH.<br><u>424.9</u> | BREADTH.<br><u>56.35</u>        | DEPTH.<br><u>28.6</u>   | UNDER DECK TONNAGE.<br><u>5243.71</u> |
| Length on LOADLINE.                              |                         | Frame Depth<br><u>2 x 3 1/2</u> | Ceiling<br><u>42.42</u> | Peak<br><u>2.74</u>                   |
| CORRECTED DIMENSIONS.                            | <u>424.9</u>            | <u>55.77</u>                    | <u>30.26</u>            | <u>5282.71</u>                        |
| Co-efficient of fineness                         | <u>.725.76</u>          | <u>.757</u>                     |                         |                                       |
| Any modification necessary [Para. 4 (a) to (e)]* | <u>-.02</u>             |                                 |                         |                                       |
| Co-efficient as corrected                        | <u>.70.74</u>           |                                 |                         |                                       |

|  |              |                            |
|--|--------------|----------------------------|
| Moulded Depth as measured                            | <u>31-25</u> |                            |
| Addition for Keel below base line for draught record | <u>31-3</u>  |                            |
| Length of Ship on Loadline                           | <u>424.9</u> |                            |
| Length in Table                                      | <u>375.0</u> |                            |
| Difference   | <u>49.9</u>  |                            |
| Correction for 10ft., Table A                        | <u>1.6</u>   | Table C <u>8</u>           |
| × Difference divided by 10                           | <u>7.98</u>  | (if required.) <u>1.23</u> |
| If 1/10ths length covered divide by 2                | <u>3.99</u>  | <u>+ 8 1/2 + 4</u>         |

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

|                                       |                     |                              |
|---------------------------------------|---------------------|------------------------------|
| Stem                                  | <u>104</u>          | } $156 \div 2 = 78$ ... Mean |
| Sternpost                             | <u>52</u>           |                              |
| at 1/2 of the length from             | Stem <u>54</u>      | } $84 \div 2 = 42$ ... Mean  |
|                                       | Sternpost <u>24</u> |                              |
| Normal mean Sheer                     | <u>46.36</u>        |                              |
| Standard mean Sheer [Table, Para. 18] | <u>52.88</u>        | Correction                   |
| Difference                            | <u>23.867</u>       | $\div 4 = 5.96$              |
| Limited as Para. 18 (f)               |                     | <u>- 6"</u>                  |

|   |              |                |
|---|--------------|----------------|
| Proportion covered, if less than 1/10ths length covered | <u>3 1/2</u> | <u>- 3 1/2</u> |
| Thickness of usual wood deck, less stringer             | <u>3 1/2</u> |                |

|                            |  |  |
|----------------------------|--|--|
| At front of bridge house   |  |  |
| At after end of forecastle |  |  |
| At front of bridge house   |  |  |
| At after end of forecastle |  |  |

|   |                |
|---|----------------|
| Breadth at Gunwale amidships            | <u>56.0</u>    |
| Round of Beam                           | <u>13 1/2</u>  |
| Normal round                            | <u>14</u>      |
| Difference                              | <u>1/2</u>     |
| Proportion of Deck uncovered (Para. 19) | <u>covered</u> |

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

|  |                        |
|--|------------------------|
| Freeboard, Table A                     | <u>7-9 1/4 11/4</u>    |
| Correction for Sheer                   | <u>- 6</u>             |
| Correction for Length                  | <u>+ 8 1/4 14</u>      |
| Allowance for Deck Erections           | <u>- 2-9 1/4 5 3/4</u> |
| Correction for Round of Beam           | <u>+ 1/4</u>           |
| Correction for fall in Sheer (if any)  | <u>- 3 1/2</u>         |
| Correction for Iron Deck (if required) | <u>4-11 1/2 5.0</u>    |
| Winter Freeboard                       | <u>4-11 1/2 5.0</u>    |
| Summer Freeboard                       | <u>4-5 1/2 6</u>       |
| Indian Summer Freeboard                | <u>3-11 1/2 4.0</u>    |
| N.A. Winter Freeboard                  | <u>1 3/4</u>           |

|                                 |                     |
|---------------------------------|---------------------|
| Winter Freeboard                | <u>4-11 1/2 5.0</u> |
| Summer Freeboard                | <u>4-5 1/2 6</u>    |
| Indian Summer Freeboard         | <u>3-11 1/2 4.0</u> |
| N.A. Winter Freeboard           | <u>1 3/4</u>        |
| Winter Freeboard from deck line | <u>5-1 3/4</u>      |
| Summer " " " "                  | <u>4-7 3/4</u>      |
| Indian Summer " " " "           | <u>4-1 3/4</u>      |
| N.A. Winter " " " "             | <u>4-7 1/2</u>      |
| Winter " " " "                  | <u>6 1/2</u>        |
| Summer " " " "                  | <u>6</u>            |
| Indian Summer " " " "           | <u>6</u>            |
| N.A. Winter " " " "             | <u>6</u>            |
| Winter " " " "                  | <u>6</u>            |

|                         |                     |                             |                    |
|-------------------------|---------------------|-----------------------------|--------------------|
| Forecastle              | Length <u>398.6</u> | Length allowed <u>398.6</u> | Height <u>7.75</u> |
| Bridge House            | <u>8-0 4.0</u>      | <u>20.3</u>                 | <u>7.75</u>        |
| Raised Qr. Dk.          | <u>18-322.3</u>     | <u>18.0</u>                 | <u>7.75</u>        |
| Total                   | <u>424.9</u>        | <u>424.9</u>                | <u>99.7</u>        |
| Length of Ship          | <u>424.9</u>        | <u>421.9</u>                | <u>99.3</u>        |
| Responding percentage   | <u>94.3%</u>        | <u>421.9</u>                | <u>99.3</u>        |
| Para. 11, 12, 13, or 14 | <u>94.4</u>         | <u>424.9</u>                | <u>99.3</u>        |

|   |                      |
|---|----------------------|
| Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) | <u>2-5 3/4</u>       |
| Allowance for Deck Erections  | <u>2-9 1/4 5 3/4</u> |
| Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) | <u>2-5 3/4</u>       |
| Allowance for Deck Erections  | <u>2-9 1/4 5 3/4</u> |
| Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) | <u>2-5 3/4</u>       |
| Allowance for Deck Erections  | <u>2-9 1/4 5 3/4</u> |
| Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) | <u>2-5 3/4</u>       |
| Allowance for Deck Erections  | <u>2-9 1/4 5 3/4</u> |
| Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) | <u>2-5 3/4</u>       |
| Allowance for Deck Erections  | <u>2-9 1/4 5 3/4</u> |

|  |                      |
|--|----------------------|
| Freeboard recommended amidships from centre of Disc to top of Statutory Deck Line. |                      |
| Fresh Water Line   | above centre of Disc |
| Indian Summer Line   | " " "                |
| Winter Line  | below " " "          |
| Winter North Atlantic Line   | " " "                |

|                         |                     |
|-------------------------|---------------------|
| Winter Freeboard        | <u>4-11 1/2 5.0</u> |
| Summer Freeboard        | <u>4-5 1/2 6</u>    |
| Indian Summer Freeboard | <u>3-11 1/2 4.0</u> |
| N.A. Winter Freeboard   | <u>1 3/4</u>        |

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

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.

20 MAR 1925

Copy to Surveyor 19.3.25

RETAIN

RECEIVED 24 APR 1925

404-0129

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck?  Bridge House? *yes* Forecastle? *yes*  
 To what height do the Reverse Frames extend? *Bulk angles all frames to splter deck.*  
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *yes*  
 Give particulars of the means for closing the openings in Bulkhead *Storm boards in channels full height*  
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*  
 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? *yes*  
 How are the openings closed? *Storm boards in channels full height*  
 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? *connected*  
 Are the Engine and Boiler openings covered by a 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? *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 (ON BRIDGE HOUSE)*

| Position and Size.                         | N°1 = 21-4 x 18-0                |       | N°2 = 30-0 x 18-0  |       | N°3 = 14-0 x 18-0  |       | N°4 = 14-0 x 18-0  |       | N°5 = 30-4 x 18-0  |       | N°6 = 22-0 x 18-0  |       |
|--|----------------------------------|-------|--------------------|-------|--------------------|-------|--------------------|-------|--------------------|-------|--------------------|-------|
| Item.                                      | Ship.                            | Rule. | Ship.              | Rule. | Ship.              | Rule. | Ship.              | Rule. | Ship.              | Rule. | Ship.              | Rule. |
| COAMING. Height above top of DECK          | 30"                              |       | 30"                |       | 30"                |       | 30"                |       | 30"                |       | 30"                |       |
| Thickness { Sides..... }<br>{ Ends..... }  | .44                              |       | .44                |       | .44                |       | .44                |       | .44                |       | .44                |       |
| SHIFTING BEAMS OR WEB PLATES. Number ..... | 4                                |       | 6                  |       | 2                  |       | 2                  |       | 6                  |       | 4                  |       |
| Section and Scantlings .....               | <i>P = .36 15" deep</i>          |       | <i>Same as N°1</i> |       |
| Material .....                             | <i>R. = 4 x 3 x .44 (Dimple)</i> |       | <i>N°1</i>         |       |
| * FORE AND AFTERS. Number .....            | <i>(S)</i>                       |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       |
| Section and Scantlings .....               | <i>(S)</i>                       |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       |
| Material .....                             | <i>(S)</i>                       |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       | <i>(S)</i>         |       |
| HATCHES Thickness .....                    | 2 1/2                            |       | 2 1/2              |       | 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 Bridge Sheerstrake? *.40* Strake between Main and Bridge Sheerstrakes? *.40*

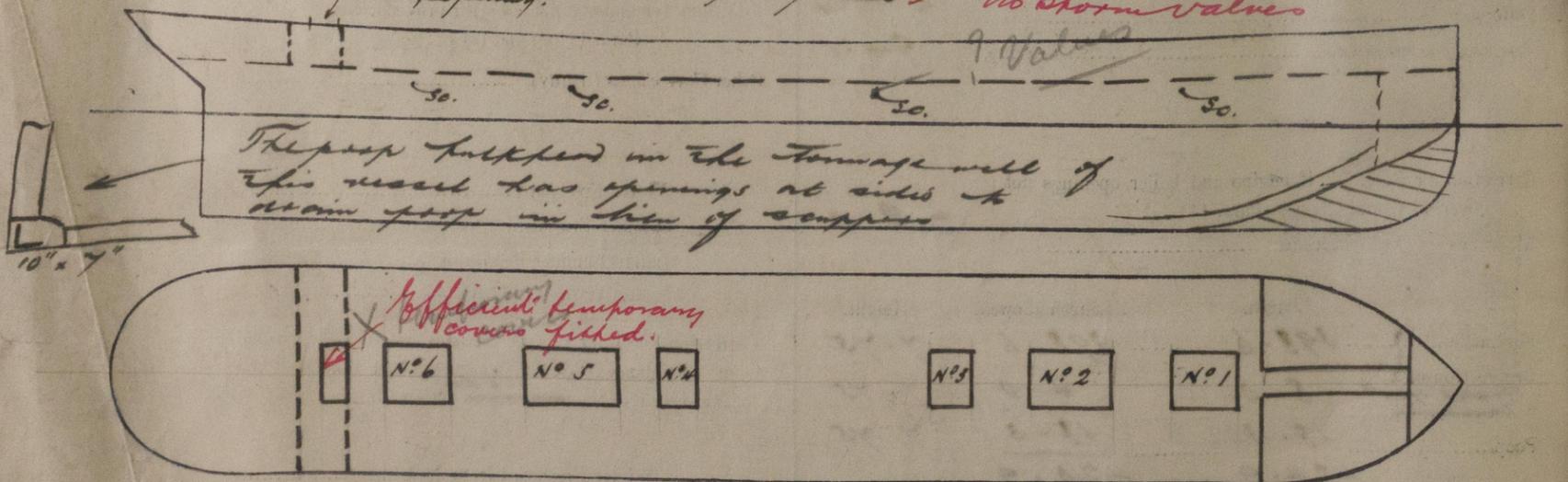
Delete the words that do not apply { The Crew are, are not, berthed in the bridge house.  
The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well *8-0*

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

Ft. Tenths.    Ft. Tenths.    No. 1  
*2.0*    x    *1.8*    x    *1*  
 x                    x  
 } / Freeing Ports (each side of vessel) = *3.6* Sq. ft.

Total deficiency or excess = \_\_\_\_\_ Sq. ft.  
*4 scupper each side. Put none in Poop. Poop fitted with storm valves. No storm valves.*



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 *Superstructure*  
*strengthened for ice; splter deck with tonnage opening aft; fore part cut away for ice navigation.*  
 Builder's name and yard number *Sw W.G. Armstrong, Whitby, 400 La. N° 1000*

Names of sister vessels

Owners *Newfoundland Power & Paper Co.*

Address \_\_\_\_\_

Fee £ *12* : - : 0  
 (approx.)

Received by me *See F.C. Report.*



© 2020 Lloyd's Register Foundation