

Index No.
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT 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	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification
"HUMBER ARM."	ST. JOHN'S N.F.L. BRITISH		6100	1925	+ 100 H. with freeboard shorter deck. (contemplates)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	424.9	56.35	28.6	5243.74
Length on LOADLINE.		Frame Depth / Rule	Ceiling / Sheer	Peak Tanks
		2 x 3 1/2 = 58.	42.42 + .66 = 29.26	7 Tons 2 7/8 Tons 2 7/8 Tons
				High tank 2 7/8 Tons
CORRECTED DIMENSIONS.	424.9	55.77	30.72	5282.74
				5243.71
Co-efficient of fineness.....		.725.76	.757	
Any modification necessary } [Para. 4 (a) to (e)]*		-.02		
Co-efficient as corrected70.74	✓	

Moulded Depth as measured..... ~~31~~ ²⁵
 31' - 3"

Addition for Keel below base line
 for draught record..... inches.

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

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CORRECTION FOR LENGTH.

Length of Ship on Loadline..... ~~424.9~~
 Length in Table ~~372.0~~ 375.0
 Difference ~~52.9~~ 49.9
 Correction for 10ft., Table A. 1.6 Table C. ~~8~~
 × Difference divided by 10 ... ~~7.98~~ (if required.) ~~23~~
 If $\frac{1}{10}$ ths length covered divide by 2 ~~3.99~~ + ~~8 1/2~~ + ~~1 1/2~~

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered
 Thickness of usual wood deck, less stringer $3\frac{1}{2}$ "

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... $56 \cdot 0$
 Round of Beam $13 \frac{1}{2}$
 ✓ Normal round..... $\frac{14}{2}$
 Difference $\frac{1}{2} \div 2 = \dots\dots + \frac{1}{4}$
 Proportion of Deck uncovered (Para. 19) *covered*

should be reported on the form at the gunwale.

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

se in Sheer	{	At front of bridge house.....
m amidships		At after end of forecastle

all in Sheer } $\div 2 =$
 ara. 18 (d) }
 gth uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

board, Table C.....

rection for Length, if required (Para. 12, 13, and 14)

board by Table A. corrected for sheer, and for length, {
if required (Para. 12, 13, and 14) }

rence

entage as below.....

rection for R. Q. Dk. if engine and boiler openings not
covered by bridge house (Para. 11)

allowance for Deck Erections

	Length.	Length allowed.	Height.
ecastle.....	398.6	398.6	7.75
dge House	8 34.0	1 0	7.75
aised Qr. Dk.	18 322.3	18 0	7.75
p.....		420.9	
Total	424.9	420.9 = .99	
length of Ship		420.9 + 3.0 = 1/2 diff	
responding percentage	94.3%	421.9 = .993	
Para. 11, 12, 13, or 14	944	424.9	

EEBOARD recommended amidships from centre of Disc to top of Statutor

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

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2. Additions for non-compliance with provisions of {
 Para. 11 (d) and (e) ‡
 Other Corrections (if any)

Winter Freeboard
Summer Freeboard
Indian Summer Freeboard
~~N. A. Winter Freeboard~~

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the ~~wood or iron~~ ^{steel} deck with side.

Winter Freeboard from deck line	
Summer " " " "	
Indian Summer " " " "	

~~N. A. Winter~~, " " " " ✓✓
TEEL 74 16 12

+ 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.

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20 MAR 1925

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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 shelter 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.....	.44		.44		.44		.44		.44		.44	
{ Ends.....												
SHIFTING BEAMS OR WEB PLATES.												
Number	4		6		2		2		6		4	
Section and Scantlings	P. = .36 X depth 15" deep.		Same as N°1		Same as N°1		Same as N°1		Same as N°1		Same as N°1	
Material	(Dimple)											
* FORE AND AFTERS.												
Number												
Section and Scantlings												
Material												
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 { 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.

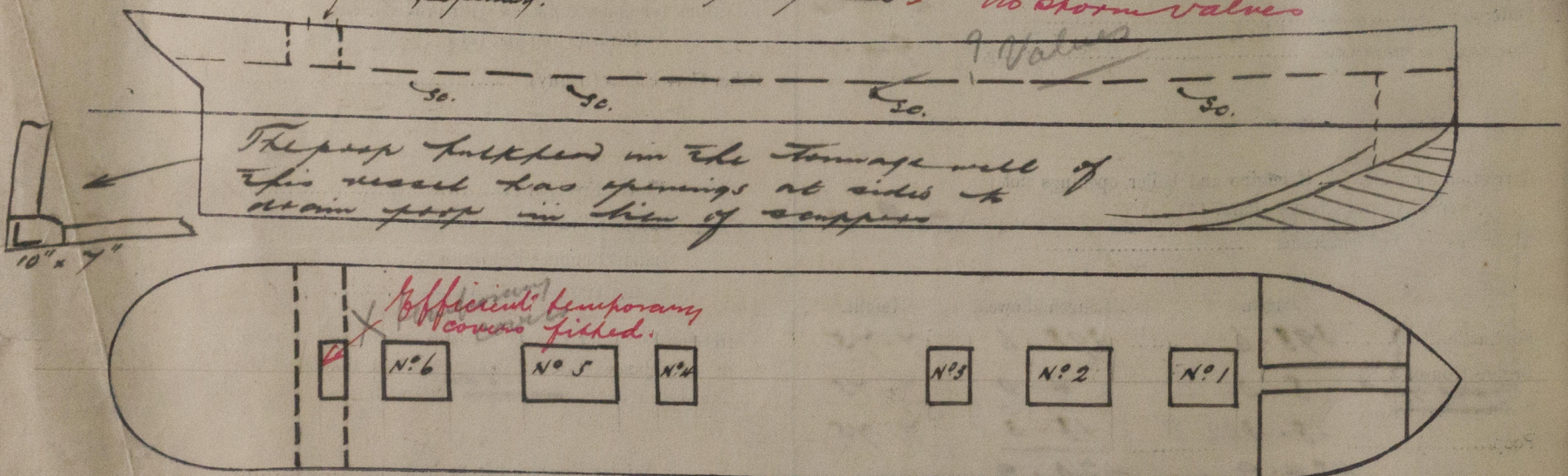
Length of Bulwarks in well *8'-0"*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *3.6* Sq. ft.

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

Total deficiency or excess = *0* Sq. ft.

4 scupper each side
put in one in Poop. Poop fitted with
stair for drainage purposes. has hole at deck port &
thereafter. *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*
Shelter deck with tonnage opening aft.
forepart cut away for ice navigation.
 Builder's name and yard number *See W.G. Armstrong, Whitworth & Co. Ltd. N° 1000*

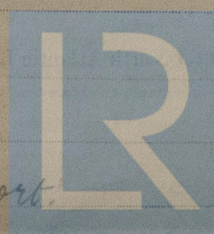
Names of sister vessels *✓*

Owners *Newfoundland Power & Paper Co.*

Address

Fee £ *12* : - : 0
(approx.)

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



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