

Lloyd's Register of British & Foreign Shipping.

70-4562
13253

SURVEYS FOR FREEBOARD.

WED. 2 MAY 1906

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Port of Survey *Middlesbrough*
Date of Survey *1st May 1906*
Name of Surveyor *Henry C. Ireland.*

Hannah

Delete words which do not apply.

Ship's Name.	Gross Tonnage.	Official Number.	Type of Ship.	Date of Build.	Particulars of Classification.
<i>Achroite</i>	<i>1196</i>	<i>108756</i>	<i>Well Deck</i>	<i>1898</i>	<i>+100 A1</i>
Number in Register Book <i>98</i>					

Registered Length as shown by ship's register. } *230.0* Breadth *34.15* Depth *14.23*

Length on Loadline *230*
Breadth *34.15*

Depth *14.3* Tons und. Dk. *915.66*
+ excess of sheer $\frac{.62}{14.92}$ $\times 100$

Co-efficient of fineness *.78* *781*
Any modification necessary [Para. 4 (a) to (e)] * } *Cell DB*
Co-efficient as corrected *.76*

Sheer { Stem... *75* } *111* $\div 2 = 55.5$... Mean
at { Sternpost... *36* }

Sheer at $\frac{1}{3}$ of the length from { Stem *41.5* } *63* $\div 2 = 31.5$... Mean
{ Sternpost *21.5* }

Gradual Sheer *56.35*
Standard Sheer (Table, Para. 16) *33* Correction
Difference $22.5 \div 4 = -5\frac{1}{4}$

Rise in Sheer from amidships { At front of bridge house *2"*
[Para. 16 (e)] { At after end of forecastle *43"*

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C *0-9\frac{1}{2}*
Correction for Length, if required (Para. 12 and 13)
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13) } $\frac{2-5\frac{1}{2}}{1-8\frac{1}{4}}$
Difference
Percentage as below *54.25%*

Correction for R. Q. Dk. less than 4ft. high, or if engine and boiler openings not covered by bridge house }
Allowance for Deck Erections $-10\frac{3}{4}"$

	Length.	Length allowed.	Height.
Forecastle.....	<i>27</i>	<i>27.0</i>	<i>7'</i>
Bridge House	<i>56.25</i>	<i>56.25</i>	<i>7'</i>
† Raised Qr. Dk.....	<i>76.75</i>	<i>76.75</i>	<i>4'</i>
Peop.....		<i>160</i>	
Total		<i>230</i>	$= .695$

Length of Ship
Corresponding percentage (Para. 12, or 13) } *54.25%*

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	" " "

Moulded Depth as measured *16-9"*

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..... *230*
Length in Table *201*
Difference *29*

Correction for 10ft., Table A. *1.0* Table C.
 \times Difference divided by 10 *2.9* (if required.)
If $\frac{1}{10}$ ths length covered and Poop or RQD is connected to Bridge divide by 2 for vessels coming under para.11 } $+1\frac{1}{2}"$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered *.695*
Thickness of usual wood deck, less stringer..... *3*
 $-3"$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....
Round of Beam..... *8\frac{1}{2}*
Normal round *8\frac{1}{2}*
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 17) ✓

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

Freeboard, Table A	<i>2'-11\frac{1}{4}"</i>
Correction for Sheer	$-5\frac{1}{2}$
Correction for Length	$+1\frac{1}{2}$
Allowance for Deck Erections	$-2-7$
Correction for Round of Beam.....	$-10\frac{3}{4}$
Correction for Iron Deck (if required)	-3
Other corrections (if any).....	$-1-5\frac{1}{4}$

Additions for non-compliance with provisions of Para. 11 (e) and (f) †
Other corrections (if any).....

Winter Freeboard *1'-5\frac{1}{4}"*
Summer Freeboard *1'-2\frac{3}{4}"*
N. A. Winter Freeboard

Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side. } $+1\frac{1}{4}$

Winter Freeboard from deck line § *1-6\frac{1}{2}"*
Summer " " " " *1-4\frac{1}{2}"*
N. A. Winter, " " " " *1-9\frac{1}{2}"*

Winter Freeboard from deck line § *1-14"*

3 MAY 1906

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† If the frames skin planking or ceiling are of unusual thickness the breadth of vessel to inside under Para 11 where the sheer is measured shall be the level of the top of the amidships beam.

DELETE WORDS WHICH DO NOT APPLY.

The Crew ~~are not~~ berthed in the bridge house.
 The arrangements to enable them to get backwards and forwards from their quarters ~~are not~~ satisfactory.

In Forecastle.

Gangway fitted from Bridge to Fore or Port Side

Length of Bulwarks in well 69-6
 Area of freeing ports required by Para. 11 (f) each side of vessel ~~14-0~~ 13-92 Sq. Ft.
 Freeing Ports (each side of vessel) Three

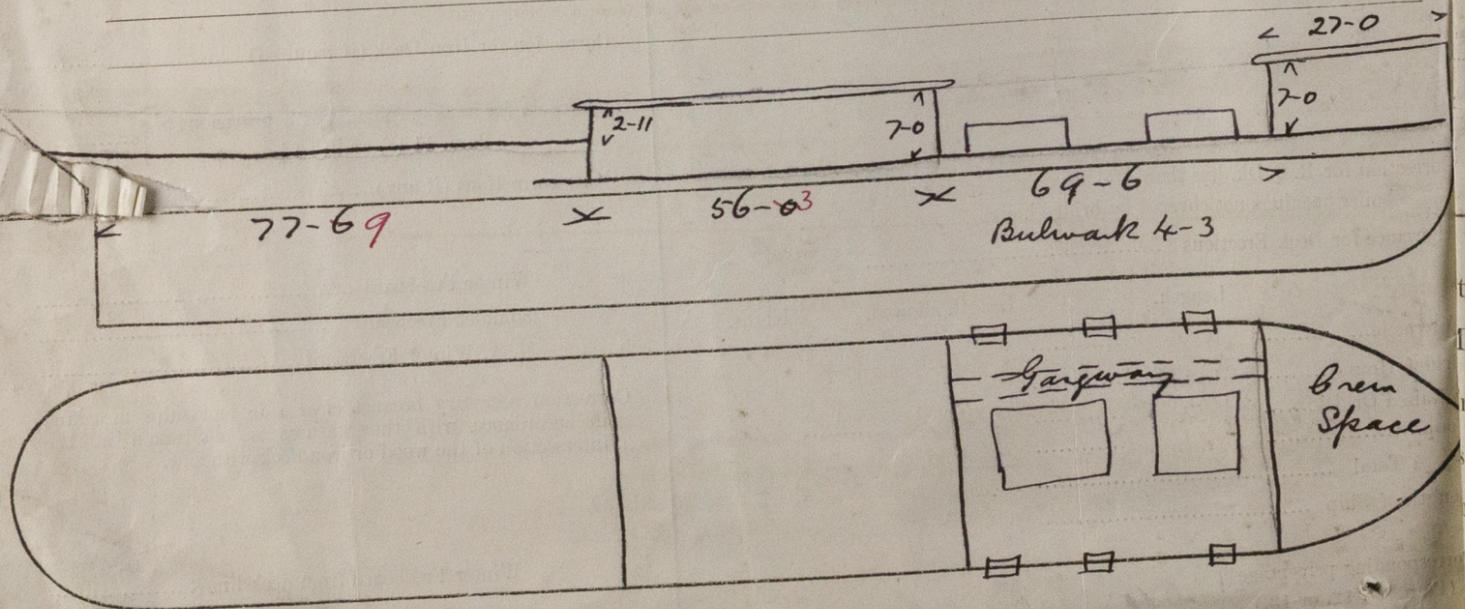
Ft.	Tenths.	x	Ft.	Tenths.	x	No.	}	= 14.4	Sq. Ft.
2-75		x	1-75		x	3			

Total deficiency =
 Total excess = .4

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop? Yes
 Do. do. do. in the Raised Quarter Deck? Yes
 Do. do. do. Bridge House? Yes
 Do. do. do. Forecastle? Yes
 To what height do the Reverse Frames extend? To Main & R. Q. & 2
 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 Nil
 Is the ~~Poop~~ or raised Quarter Deck connected with the Bridge House? Yes
 State whether the Bridge House efficiently covers the Engine and Boiler Openings Yes
 Has the Bridge House an efficient Iron Bulkhead at the fore end? Yes
 Give particulars of the means for closing the openings in Bulkhead Nil
 Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc. Not obtainable. Captain's Cabin. Stiffeners all 7+3+10/20 angles 30" apart - brackets top & bottom - Cased in.
 Has the Bridge House an efficient Iron Bulkhead at the after end? Yes
 How are the openings closed? Nil
 Is the forecastle at least as high as the main or top-gallant rail? Yes
 Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? Yes
 Are the Hatchways efficiently constructed? Yes What is the thickness of the Hatches? 2 1/2
 State the height of the Coamings in fore well? 28 In after well aft 28
 Are the exposed parts of the Engine and Boiler Casings efficiently constructed? Yes
 State any special features in the construction of the Vessel



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners W. Robertson
 Address Glasgow
 Fee £ 3
 Received by me [Signature]
 applied at [Signature]

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