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Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.

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

Port of Survey _____
Date of Survey _____
Name of Surveyor _____

Delete words which do not apply.

Ship's Name <i>KYLE FIRTH</i>	Gross Tonnage 450	Official Number 99735	Type of Ship Well Dk	Date of Build 1905	Particulars of Classification 100 A1
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Registered Length as shown by ship's register. 155.1 Breadth 25.65 Depth 11.2

Length on Loadline 154.84
Breadth 25.65

Depth to be used 11.68

Correction for excess or deficiency of Gradual Sheer (Para. 3) $-.76$

Efficient of fineness $.70$

Efficient as corrected $.70$

Moulded Depth as measured 17.3

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

RETAIN

CORRECTION FOR LENGTH.

Length of Ship on Loadline 154.84
Length in Table 147.84
Difference 7.84

Correction for 10ft., Table A $-.9$ Table C (if required.)
 \times Difference divided by 10 $.7$
If $\frac{6}{10}$ ths length covered and Poop or RQD is connected to Bridge divide by 2 for vessels coming under para.11 $+4$

CORRECTION FOR IRON DECK.

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 25.6
Round of Beam $6\frac{1}{2}$
Normal round $6\frac{1}{2}$
Difference 0

Proportion of Deck uncovered (Para. 17)

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

Mean Sheer at $\frac{1}{2}$ of the length from Stem 25 Sternpost 14.2
 $39.2 \div 2 = 19.75$ Mean

Standard Sheer (Table, Para. 16) 25.48 Correction
Difference $9.52 \div 4 = -2.38$

Rise in Sheer from amidships
At front of bridge house $13\frac{1}{4}$
At after end of forecastle $21\frac{1}{2}$

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C $3\frac{1}{4}$
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) $1.6\frac{1}{2}$
Difference $1.3\frac{1}{4}$
Percentage as below 63.85%

Freeboard, Table A 1.9
Correction for Sheer $-2\frac{1}{2}$
Correction for Length $1.6\frac{1}{2}$
Allowance for Deck Erections $1.6\frac{1}{2}$
Correction for Round of Beam $-9\frac{1}{2}$
Correction for Iron Deck (if required) $0.9\frac{1}{4}$
Additions for non-compliance with provisions of Para. 11 (e) and (f) -3
Other corrections (if any) $0.6\frac{1}{4}$
Winter Freeboard $0.6\frac{1}{4}$
Summer Freeboard $0.4\frac{3}{4}$
N. A. Winter Freeboard $0.7\frac{1}{4}$
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 $0.7\frac{1}{4}$
Winter Freeboard from deck line $0.7\frac{1}{4}$
Summer " " " " $0.5\frac{1}{2}$
N. A. Winter, " " " " 3

Correction for R. Q. Dk less than 4ft high, or if engine and boiler openings not covered by bridge house $+4$
Allowance for Deck Erections $-9\frac{1}{2}$

	Length.	Length allowed.	Height.
Forecastle	73.75	21.3	$6-9$
Bridge House	Sides 8.75 Centre 10.5	9.92	$6-9$
Raised Qr. Dk.	86.3	86.3	$3-9$
Total		117.52	
Length of Ship		154.84	

Corresponding percentage (Para. 11, 12, & 13) 63.85%

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	" " "

Amended Tables March 1906.



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DELETE WORDS WHICH 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

Area of freeing ports required by Para. 11 (f) each side of vessel

Sq. Ft.

Freeing Ports (each side of vessel)

Ft.	Tenths.	Ft.	Tenths.	No.	}	=	Sq. Ft.
	x			x			
	x			x			

Total deficiency = Sq. Ft.

Total excess = "

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? _____

Do. do. do. in the Raised Quarter Deck? _____

Do. do. do. Bridge House? _____

Do. do. do. Forecastle? _____

To what height do the Reverse Frames extend? _____

Has 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? _____

State whether the Bridge House efficiently covers the Engine and Boiler Openings _____

Has the Bridge House an efficient Iron Bulkhead at the fore end? _____

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

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bull Plates, etc. _____

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? _____

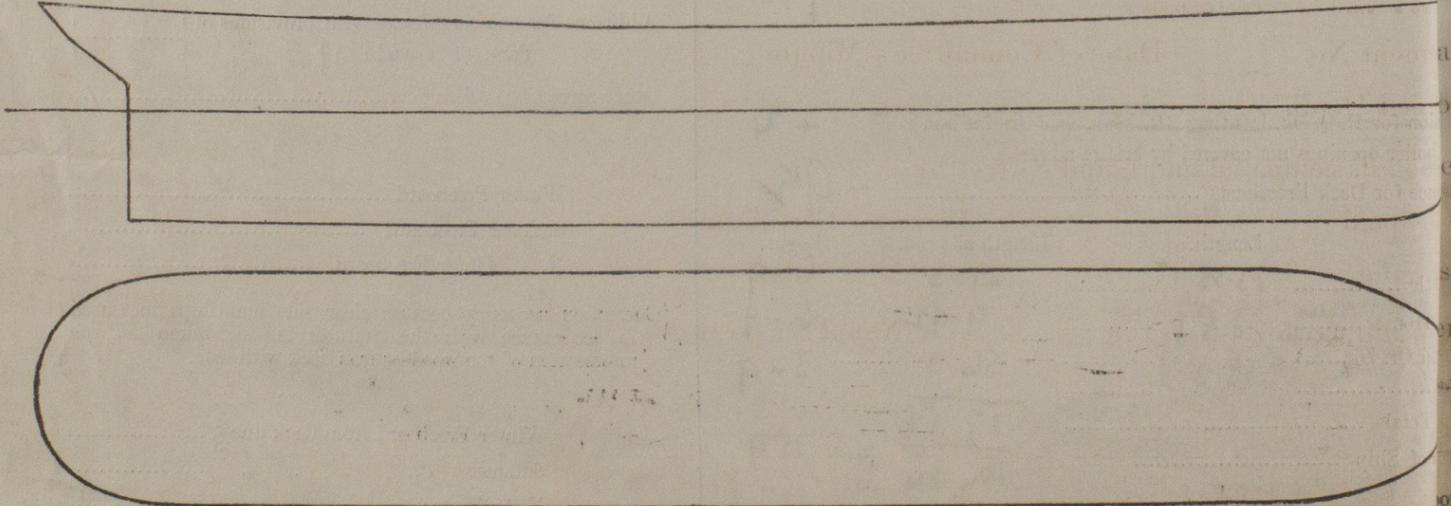
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? _____

Are the Hatchways efficiently constructed? _____ What is the thickness of the Hatches? _____

State the height of the Coamings in fore well? _____ In after well _____

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? _____

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 _____

Address _____

Fee £ 2 : 2 : 0

Received by me _____

Mr W. D. W. 2/3/06



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