

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS

25403

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 **SUNDERLAND**Date of Survey **26-10-17**Name of Surveyor **Walsner**

Ship's Name.

**CSARDA**

Port of Registry and Nationality.

**NEWPORT**

Official Number.

**139456**

Gross Tonnage.

**APPROX. 3797**

Date of Build.

**1917**

Particulars of Classification.

**+100A1 CONTEMPLATED****CAPELCASTLE**Number in Register Book **48 SUP**

Registered Dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<b>360.1</b>	<b>50.0</b>	<b>22.95</b>	<b>3486.23</b>
Length on LOADLINE.	<b>360</b>	Frame Depth 10 Rule " $5\frac{1}{2}$ $4\frac{1}{2}$ Sheer +1.09 TANK DROP $4\frac{1}{2}$ +.16 SPARRING FITTED	Ceiling +.20 Peak Tanks } INCLD	
CORRECTED DIMENSIONS.	<b>360</b>	<b>49.25</b>	<b>24.4</b>	<b>3486.23</b>

Co-efficient of fineness..... **.8058**

Any modification necessary [Para. 4 (a) to (e)]\*

**.02****C.D.B**Co-efficient as corrected..... **.78**

Sheer { Stem.....  $9-6$  }  $14-3 \div 2 = 85.5$  ...Mean  $\frac{47}{2} = 85.45$   
 at { Sternpost ...  $4-9$  }

Sheer at  $\frac{1}{3}$  of the length from { Stem  $62\frac{3}{4}$  }  $94 \div 2 = 47$  ...Mean  
 Sternpost  $31\frac{1}{4}$

Gradual mean Sheer  $\frac{85.5 + 85.45}{2} = 85.475$   
 Standard mean Sheer [Table, Para. 18]..... **46** Correction

Difference.....  $39.475 \div 4 = 9.869$   
 § If limited as Para. 18 (f)..... **-9 $\frac{3}{4}$**

Rise in Sheer { At front of bridge house.....  
 from amidships { At after end of forecastle.....

Fall in Sheer { Para. 18 (d) }  $\div 2 =$   
 Length uncovered..... Correction

### ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<b>2-9<math>\frac{1}{4}</math></b>
Correction for Length, if required (Para. 12, 13, and 14).....	<b>+3<math>\frac{3}{4}</math></b>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14).....	<b>3-1</b>
Difference.....	<b>5-6<math>\frac{1}{4}</math></b>
Percentage as below.....	<b>2-5<math>\frac{1}{4}</math></b>
	<b>32% 10<math>\frac{1}{2}</math></b>
	<b>9.36</b>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11).....  
 Allowance for Deck Erections..... **-9 $\frac{1}{4}$**

	Length.	Length allowed.	Height.
Forecastle.....	<b>2.5</b>	<b>35.5</b>	<b>7-6</b>
Bridge House.....	<b>110.4</b>	<b>11.22</b>	<b>7-6</b>
† Raised Qr. Dk.....		<b>34.19</b>	
Poop.....	<b>33.35</b>	<b>33.76</b>	<b>7-6</b>
Total.....		<b>180.48</b>	
		<b>360</b>	

Length of Ship.....  
 Corresponding percentage (Para. 11, 12, 13, and 14)..... **32%**

**FREEBOARD** recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Fresh Water Line above centre of Disc	...	<b>4-4<math>\frac{1}{2}</math></b>
Indian Summer Line " " " "	...	<b>5<math>\frac{1}{2}</math></b>
Winter Line below " " " "	...	<b>4</b>
Winter North Atlantic Line " " " "	...	<b>4<math>\frac{1}{2}</math></b>

Moulded Depth as measured..... **25-5**

Addition for Keel below base line for draught record..... **2 $\frac{1}{2}$**  inches.

### CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<b>360-0</b>
Length in Table.....	<b>305-0</b>
Difference.....	<b>55</b>
Correction for 10ft., Table A.....	<b>1.3</b>
Table C.....	<b>.7</b>
× Difference divided by 10.....	<b>7.15</b> (if required.) <b>3.85</b>
If $\frac{1}{10}$ ths length covered divide by 2	<b>+7<math>\frac{1}{4}</math></b> <b>+3<math>\frac{3}{4}</math></b>

### CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered.....	<b>50 %</b>
Thickness of usual wood deck, less stringer.....	<b>3<math>\frac{1}{2}</math></b>
	<b>-1<math>\frac{3}{4}</math></b>

### CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<b>48-10</b>
Round of Beam.....	<b>12"</b>
Normal round.....	<b>12<math>\frac{1}{4}</math></b>
Difference.....	$\div 2 =$
Proportion of Deck uncovered (Para. 19).....	

Freeboard, Table A.....	<b>5-8<math>\frac{3}{4}</math></b>
Correction for Sheer.....	<b>-9<math>\frac{3}{4}</math></b>
Correction for Length.....	<b>4-11</b>
Allowance for Deck Erections.....	<b>+7<math>\frac{1}{4}</math></b>
Correction for Round of Beam.....	<b>5-6<math>\frac{1}{4}</math></b>
Correction for fall in Sheer (if any).....	<b>-9<math>\frac{1}{4}</math></b>
Correction for Iron Deck (if required).....	<b>4-9</b>
Additions for non-compliance with provisions of Para. 11 (d) and (e)†.....	<b>-1<math>\frac{3}{4}</math></b>
Other Corrections (if any).....	<b>4-7<math>\frac{1}{4}</math></b>

Winter Freeboard.....	<b>4-7<math>\frac{1}{4}</math></b>
Summer Freeboard.....	<b>4-3</b>
Indian Summer Freeboard.....	<b>3-10<math>\frac{3}{4}</math></b>
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 deck with side. **+1 $\frac{3}{4}$**

Winter Freeboard from deck line.....	<b>4-9</b>
Summer " " " ".....	<b>4-4<math>\frac{3}{4}</math></b>
Indian Summer " " " ".....	<b>4-0<math>\frac{1}{2}</math></b>
N. A. Winter " " " ".....	

† 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.

MARKING FORM

24 JUL 1931

MARKING FORM

30 APR 1929

MARKING FORM

RECEIVED 21 APR 1926

RECEIVED 6.11.17

WH09-0126

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Do all the Frames extend to the top height in the Poop? **YES** Raised Quarter Deck? **YES** Bridge House? **YES** Forecastle? **YES**  
 To what height do the Reverse Frames extend? **BULB ANGLE FRAMING**  
 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 FITTED FULL HEIGHT IN RIVETED CHANNELS, AND HINGED**  
 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 **HINGED STEEL DOORS**  
 What is the thickness of the Bridge Front plating? **.40** and Coaming plate? **.44**  
 Give scantlings and spacing of the Stiffeners **8x3 1/2 x 56 BA. 30 APART.**  
 Are bracket plates fitted at each end of the Stiffeners? **YES** Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? **YES**  
 Has the Bridge House an efficient Iron Bulkhead at the after end? **YES**  
 How are the openings closed? **STORM BOARDS FITTED FULL HEIGHT IN RIVETED CHANNELS AND HINGED DOOR**  
 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? **YES**  
 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? **YES**  
 Give thickness of plating; scantlings and spacing of Stiffeners **YES**  
 What is the height of the exposed Casings? **YES** 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**

Position and Size.	Nº1. 29-1 x 19-11		Nº2. 29-1 x 19-11		Nº3. 29-1 x 19-11		Nº4. 29-1 x 19-11			
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.										
Height above top of DECK	36	24	38	24	33	24	30	24		
Thickness { Sides.....	.50		.50		.50		.50			
{ Ends.....	.40		.40		.40		.40			
SHIFTING BEAMS OR WEB PLATES.	FIVE									
Section and Scantlings	7 1/2 PLATE 26 x 21 x .40				SAME	AS	Nº1			
Material	STEEL									
FORE AND AFTERS.	NONE FITTED									
HATCHES Thickness	3		3		3		3			
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 Sheersrake? **Strake between Main and Bridge Sheerstrakes?**

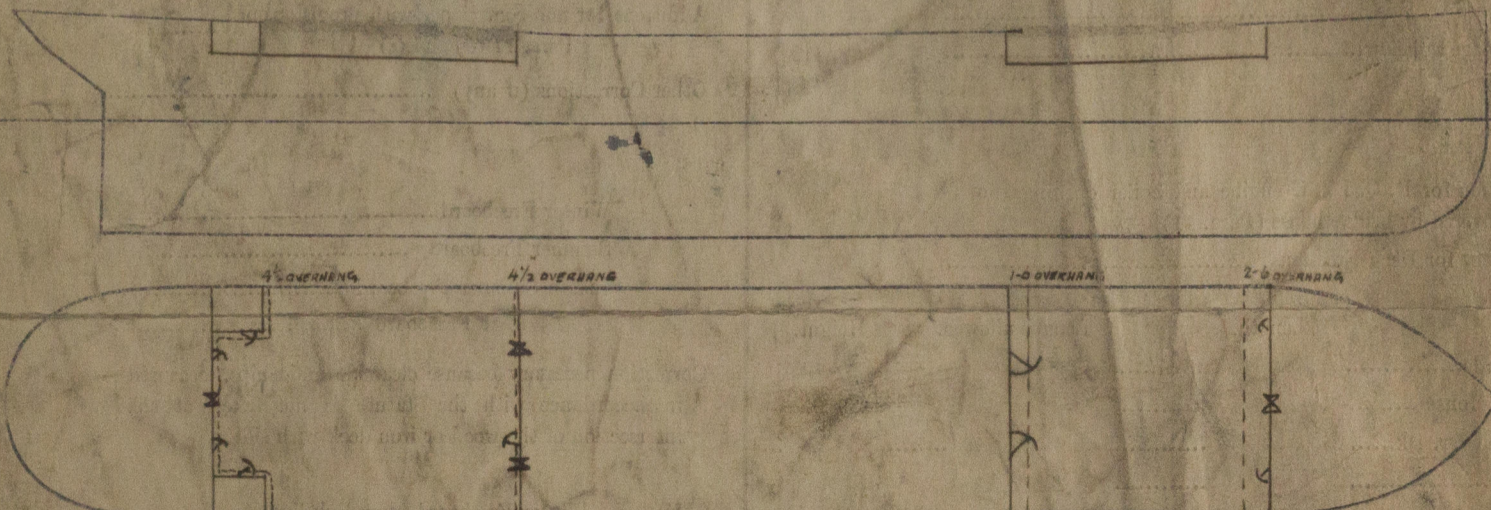
Delete the words { The Crew are, are not, berthed in the bridge house.  
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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 (each side of vessel) = Sq. ft.

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, two in number, are enclosed for reference. Request form forwarded with Provisional Report N° 26354.*

Owners

Address

Fee £

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20.11.17



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