

Rpt. 118  
31074  
Asley 30835  
NT. 004 WRITTEN

# 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 DECK CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey **NEWCASTLE-ON-TYNE**  
Date of Survey **Whilst Building**  
Name of Surveyor **W.E. Wray**

Ship's Name <b>"Letchworth"</b>	Port of Registry and Nationality <b>Newcastle British</b>	Official Number <b>148085</b>	Gross Tonnage <b>1323 approx</b>	Date of Build <b>1924</b>	Particulars of Classification <b>+100A1 Contemplated (Revised Rules)</b>
Number in Register Book <b>89606 Subt</b>					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<b>235.2</b>	<b>35.7</b>	<b>14.75</b>	<b>985.46</b>
Length on LOADLINE.	<b>234.66</b>			
CORRECTED DIMENSIONS.	<b>234.66</b>	<b>35.12</b>	<b>15.48</b>	<b>996.46</b>

Moulded Depth as measured... **16-9 1/2**

Addition for Keel below base line for draught record... **1 1/2** inches.

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.....	<b>234.66</b>	
Length in Table .....	<b>201.50</b>	
Difference .....	<b>33.16</b>	
Correction for 10ft., Table A. ....	<b>1.058</b>	Table C. ✓
× Difference divided by 10 .....	<b>3.48</b>	(if required.)
If 1/10ths length covered divide by 2	<b>1.74</b>	<b>= +1 3/4</b>

Co-efficient of fineness..... **.77978**

Any modification necessary [Para. 4 (a) to (e)]\* **-.02 CDB**

Co-efficient as corrected ..... **.75976**

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered... **.744**

Thickness of usual wood deck, less stringer ..... **-3 1/2**

Sheer { Stem..... **72** } **102** ÷ 2 = **51** ... Mean

at { Sternpost ... **30** }

Sheer at 1/3 of the length from { Stem **39.6** } **56.1** ÷ 2 = **28.05** ... Mean

{ Sternpost **16.5** }

Gradual mean Sheer ..... **51.00**

Standard mean Sheer [Table, Para. 18] ..... **33.47** Correction

Difference..... **17.53** ÷ 4 = **4.38**

§ If limited as Para. 18 (f) ..... **\* = -4 1/2**

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... **35.0**

Round of Beam ..... **9**

Normal round..... **8 3/4**

Difference ..... **1/4** ÷ 2 = **1/8**

Proportion of Deck uncovered (Para. 19) .....

Rise in Sheer { At front of bridge house..... ✓

from amidships { Para. 18 (e) } { At after end of forecastle ..... ✓

Fall in Sheer { Para. 18 (d) } ✓ ÷ 2 =

Length uncovered ..... Correction

Freeboard, Table A .....	<b>2-11.37</b>	<b>2-11 1/4</b>
Correction for Sheer .....	<b>-4.38</b>	<b>-4 1/2</b>
Correction for Length .....	<b>+1.75</b>	<b>+1 3/4</b>
Allowance for Deck Erections .....	<b>11.47</b>	<b>11 1/4</b>
Correction for Round of Beam.....	<b>1-9.27</b>	<b>1-9 1/4</b>
Correction for fall in Sheer (if any).....		✓
Correction for Iron Deck (if required).....	<b>3.5</b>	<b>-3 1/2</b>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †		✓
Other Corrections (if any) .....	<b>3-10</b>	<b>+3-10 Raised Q = 0</b>

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C..... **0-9.58** **0-9 1/2**

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

Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) **2-6.99** **2-6 3/4**

Difference ..... **1-9.41** **1-9 1/4**

Percentage as below..... **59.95**

**-12.83 = 12.74**

Winter Freeboard .....	<b>5-3.77</b>	<b>5-3 1/4</b>
Summer Freeboard .....	<b>5-1.40</b>	<b>5-1 1/2</b>
Indian Summer Freeboard .....		<b>4-10 1/2 11/16</b>
N. A. Winter Freeboard .....	<b>+2 1/2</b>	<b>5-6 1/4</b>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<b>+1.36</b>	<b>= 11.38</b>
Allowance for Deck Erections .....	<b>11.47</b>	<b>= 11 1/4</b>
Length.	Length allowed.	Height.
Forecastle..... <b>27.7</b>	<b>27.7</b>	<b>7.0</b>
Bridge House .....		
† Raised Qr. Dk..... <b>147.0</b> × <b>3.83</b> / <b>3.90</b>	<b>144.36</b>	<b>3.83</b>
Poop.....		
Total .....	<b>174.7</b>	<b>172.06</b> = <b>.733</b>
Length of Ship .....	<b>234.66</b>	<b>234.66</b>
Corresponding percentage (Para. 11, 12, 13, or 14)	<b>59.95%</b>	

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood of iron deck with side. **+1 1/2**

Winter Freeboard from deck line .....	<b>5-5 1/4</b>
Summer " " " " .....	<b>5-2 3/4</b>
Indian Summer " " " " .....	<b>5-0 3/4</b>
N. A. Winter " " " " .....	<b>5-7 1/2 3/4</b>

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 1/4</b>	<b>4 1/4</b>
Indian Summer Line " " " " .....	<b>2 1/2</b>	<b>2 1/2</b>
Winter Line below " " " " .....	<b>2</b>	<b>2 1/2</b>
Winter North Atlantic Line " " " " .....	<b>4 1/2</b>	<b>5 1/2</b>

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

‡ In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.

§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

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 RECEIVED 30 AUG 1924

W410-001

Do all the Frames extend to the top height in the Poop?  Raised Quarter Deck?  Bridge House?  Forecastle?   
 To what height do the Reverse Frames extend? *Bull Angle Framing*  
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?  *Plating 38 Stiff 5x3x32 L @ 24" (27 1/2" @ hatch) (see letter 29-8-24)*  
 Give particulars of the means for closing the openings in Bulkhead *Steel Bolted Manhole covers*  
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No Bridge* Has the Bridge House an efficient Bulkhead at the fore end?   
 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 *R. Q. D.* Bridge Bulk'd. with Bulwarks?   
 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 Bulk'd. at after end?   
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *By Raised Q. D. D.K.*  
 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? *6-7 1/2* Are suitable means provided for closing all openings in them in bad weather?

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: — *on Raised Quarter Deck*

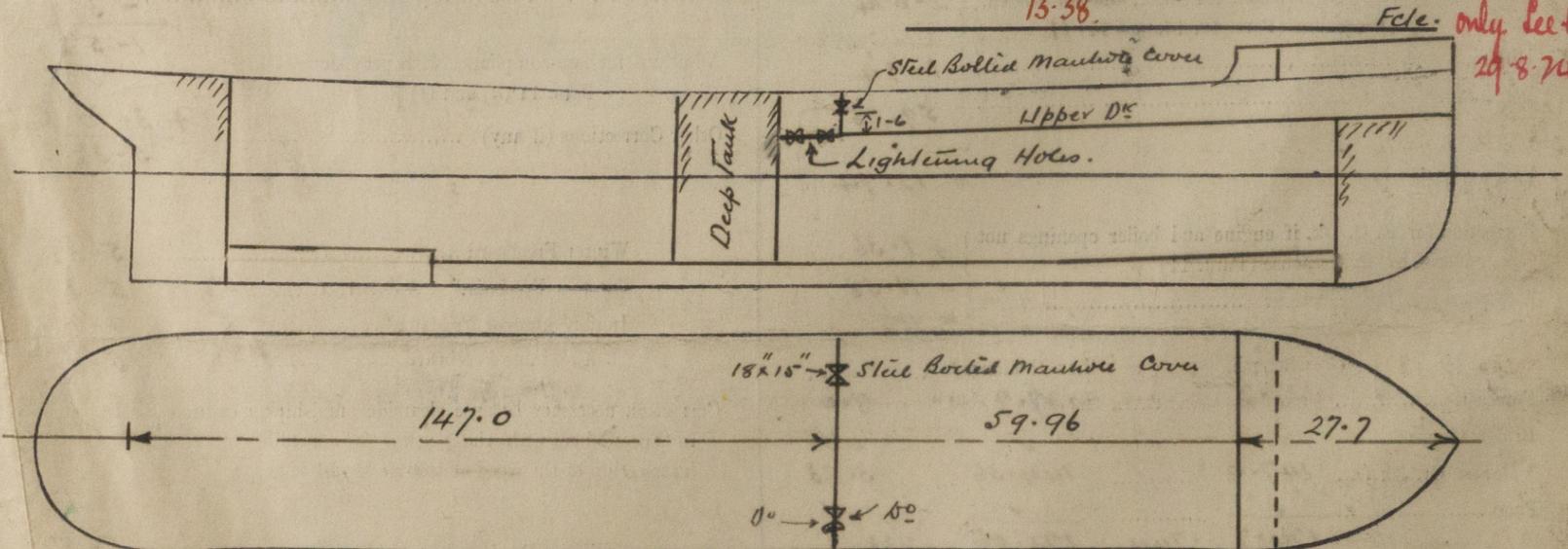
Position and Size.	Well D.K. No 1 23-0 1/2 x 23-0		No 2 24-11 1/2 x 23-0		No 3 25-10 1/2 x 23-0		No 4 25-10 1/2 x 23-0		Ship.	Rule.
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	42	42	42	51	51	51	51		
	Thickness	Sides	44	44	44	44	44	44		
		Ends	44	44	44	44	44	44		
SHIFTING BEAMS OR WEB PLATES.	Number	4	4	4	4	4	4			
	Section and Scantlings	Plat 19 1/2 x 38	As for NO 1.	Plat 20 x 38	As for NO 3.					
	Material	Angle 5 x 3 x 46		Angle 5 x 3 x 46						
* FORE AND AFTERS.	Number									
	Section and Scantlings	No	Fore	&	Afters					
	Material									
HATCHES Thickness	3		3		3		3			
Remarks	<i>Satisfactory</i>									

\* 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?  *No Bridge* 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 *59.96' x 4' high = 239.84 sq. ft.*  
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = *12.5* Sq. ft. *For 77' long = 38.5 sq. ft.*  
 Ft. Tenths. Ft. Tenths. No. *Aft 21' 0" = 10.5 sq. ft.*  
 Freeing Ports (each side of vessel) = *25.25* Sq. ft. *49.025 sq. ft. Total*  
 Total deficiency or excess = *12.75* Sq. ft. *13.38*  
*For Class only see letter 29-8-24.*



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

Builder's name and yard number *Wood Skinner & Co. Ltd. No 235.*

Names of sister vessels *The vessel is similar to the same Builders S/S Ashley. Nure. Rpt No 7724*

Owners *With longer Forecastle & modification to deep tank as above. Dist & Tons per 1" as given by the Builders 2875 & 17.06 tons*

Address

Fee £ 5 : 0 : 0 Received by me *See F.C. Report.*

*will be charged with first entry report*

