

# 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 Middlesbrough  
Date of Survey Whilst building  
Name of Surveyor Colin Bartlett

Ship's Name. "HAMSTERLEY"  
Messrs Smith & Co No 800.  
Number in Register Book W.K.  
Port of Registry and Nationality. U.K.  
Official Number. 148114  
Gross Tonnage. 2136  
Date of Build. 1924.  
Particulars of Classification. +100A1 Class  
(Revised Rules) contemplated.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	280.0.	41.6	20.1.	1853.11.
Length on LOADLINE.	279.5	Frame Depth $9\frac{1}{2}$ Rule $2 \times 31\frac{1}{2} = 63$ $41.6 - 63 = -21.4$ $21.41$	Ceiling $+20$ Sheer $+1.11$ Peak Tanks	

Moulded Depth as measured 22' 3"  
Wood deck less stringer  $3\frac{1}{2}$   
21-11 $\frac{1}{2}$ "  
Addition for Keel below base line for draught record 1 $\frac{3}{4}$ " 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.....	279.5.
Length in Table .....	263.5
Difference .....	16.0.
Correction for 10ft., Table A. ....	1.2 Table C. .6
× Difference divided by 10 .....	1.92 (if required.) .96
If $\frac{1}{10}$ the length covered divide by 2	+ 2" + 1"

## CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$  the length covered .....

Thickness of usual wood deck, less stringer .....

Allowed in reduced moulded depth.

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	40' 2"
Round of Beam .....	10"
Normal round.....	10.07.
Difference .....	.07 $\div 2 =$ .035
Proportion of Deck uncovered (Para. 19) .....	

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

Stem 48  
Sternpost 37  
 $85\frac{1}{2} \div 2 = 42\frac{3}{4}$  Mean  
 $77.73$   
Correction  
Difference.....  $39.78 \div 4 = 9.95$   
18 (f) .....  $-10"$

At front of bridge house.....  
At after end of forecastle .....

$\div 2 =$

Correction

## ALLOWANCE FOR DECK ERECTIONS:—

Length, if required (Para. 12, 13, and 14) .....  $+ 1-8\frac{1}{2}"$   
e A. corrected for sheer, and for length, }  $+ 1-9\frac{1}{2}"$   
required (Para. 12, 13, and 14) }  $3-8\frac{3}{4}"$   
.....  $1-11\frac{1}{4}"$   
.....  $22.81$   
 $29$   
 $5.18$

Q. Dk. if engine and boiler openings not }  $- 5\frac{1}{4}"$   
bridge house (Para. 11) }  
k Erections .....

Length.	Length allowed.	Height.
25-6	25.5.	7' 3"
48' 7" + 2' 3" overhang	49.7.	do.
27-0 $\frac{5}{8}$	27-0 $\frac{5}{8}$	do.
99.68	102.25	36.57
	279.5	35.66

Percentage {  $22.81$  70

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

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

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Winter Freeboard .....	3 - 3 $\frac{1}{2}$
Summer Freeboard .....	3 - 0 $\frac{1}{2}$
Indian Summer Freeboard .....	2 - 9 $\frac{1}{2}$
N. A. Winter Freeboard .....	3 - 5 $\frac{1}{4}$

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

+ 1 $\frac{3}{4}$

Winter Freeboard from deck line .....	3 - 5 $\frac{1}{4}$
Summer " " " " .....	3 - 2 $\frac{1}{4}$
Indian Summer " " " " .....	2 - 11 $\frac{1}{4}$
N. A. Winter " " " " .....	3 - 7 $\frac{1}{4}$

3 - 2"

5 $\frac{1}{2}$ "

3

3

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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.

REGISTERED  
RECEIVED 2 JAN 1925

W415 - 0143



Do all the Frames extend to the top height in the Poop?

Raised Quarter Deck?

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?

Bull Angle frames

Has the Poop or Raised Quarter Deck an efficient Bulkhead at the fore end?

Yes

Give particulars of the means for closing the openings in Bulkhead

No openings

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

No openings

What is the thickness of the Bridge Front plating?

3b.

and Coaming plate?

3b.

Give scantlings and spacing of the Stiffeners

7/8 x 3 x 38 B.C. spaced 30" apart

Are bracket plates fitted at each end of the Stiffeners?

Clear of Hatch yes

Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

Yes

Has the Bridge House an efficient Bulkhead at the after end?

Yes

How are the openings closed?

Wood shifting boards in channels

Is the Forecastle at least as high as the main or top-gallant rail?

Yes

Has the Forecastle an efficient 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?

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

Position and Size.		No. 1. 30'-11" x 28'-0"	No. 2. 31'-7 1/2" x 28'-4"	Bunker Hatch No. 3. 30'-11" x 28'-4"	No. 4. 35'-4" x 28'-0"
Item.		Ship. Rule.	Ship. Rule.	Ship. Rule.	Ship. Rule.
COAMING.	Height above top of DECK	4'-3"	4'-3"	4'-3"	4'-6"
	Thickness { Sides.....	.50	.50	.50	.50
		Ends.....	.44	.44	.44
SHIFTING BEAMS OR WEB PLATES.	Number .....	5	5	1	5
	Section and Scantlings .....	6 x 3 1/2 x .50			
	Material .....	Steel		As for No. 1	
* FORE AND AFTERS.	Number .....	Nil.	Nil	Nil	Nil
	Section and Scantlings .....				
	Material .....				
HATCHES Thickness .....		3" W.P.	3" W.P.	3" W.P.	3" W.P.
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? .50 - .60 at Ends. Strake between Main and Bridge Sheerstrakes? .50

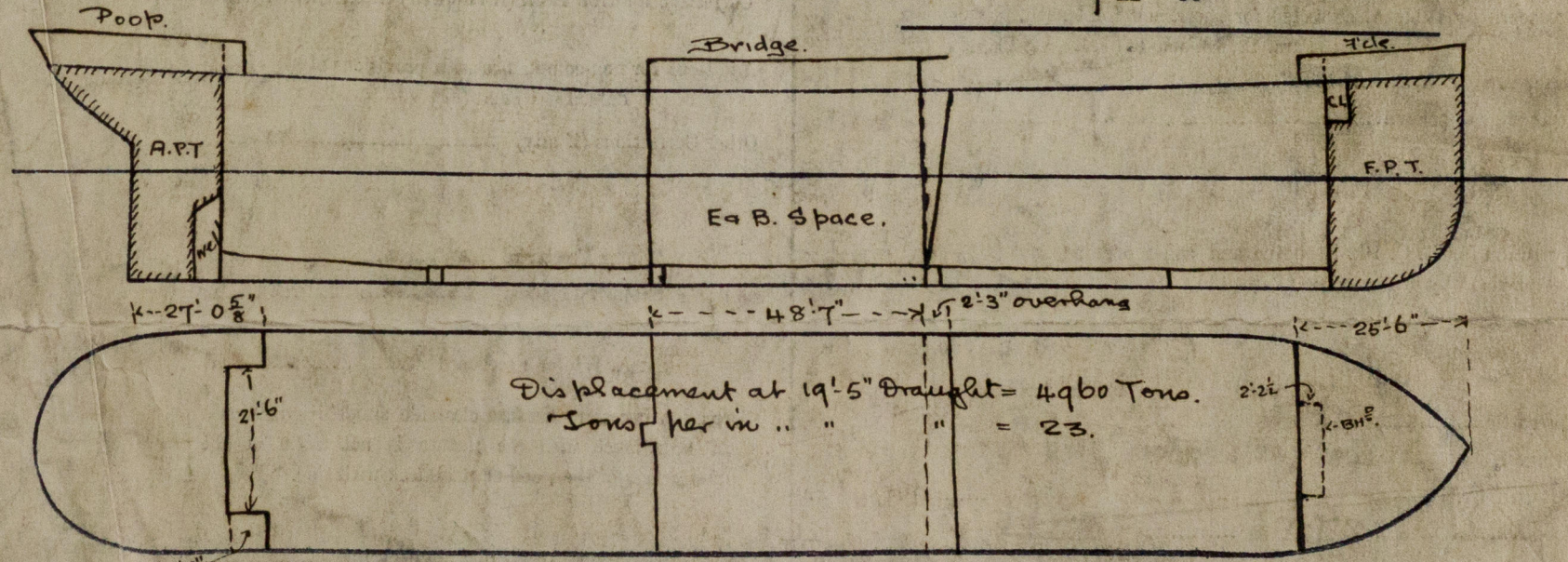
Delete the words } The Crew are, are not, berthed in the bridge house.  
that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, are not, satisfactory.

Length of Bulwarks in well 30' 11" x 3' 6" = 309.16' - aft 35' 4" x 3' 6" = 309.16' total 618.32'

Area of Freeing Ports required by Rule 11 (a) each side of vessel = 61.83' Sq. ft.

Ft. Tenth. Ft. Tenth. No. } Freeing Ports (each side of vessel) = 62.55' Sq. ft.

Total deficiency or excess = .72' 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.

Request form No 9 attached herewith

State any special features in the construction of the Vessel

Builder's name and yard number Messrs Smith's Dock No 800

Names of sister vessels Messrs Smith's Dock No 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Owners Hartley S. S. Co.

Address

Fee £ 4 : 0 : 0 Received by me See F. & B. Report.

