

under No 1112  
8158

Index No.  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.-STEAM SHIPS.

REGULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Newcastle-on-Tyne*  
Date of Survey *21 November 1919*  
Name of Surveyor

Ship's Name <i>Strong Whitworth</i> <i>973 + 974</i> Number in Register Book	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification. <i>100 A.1.</i> <i>conlawplied</i>
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LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<i>440</i>	<i>57'-2" less 2" long</i> <i>say 57.375</i>	<i>34.08</i>	<i>6600</i>
<i>440</i>	Frame Depth <i>9.3</i> Rule <i>7</i> <i>2.3</i> <i>no sparings +.33</i>	Ceiling <i>+20</i> Sheer <i>+82</i>	Peak Tanks <i>57 in 8 ft 11 in</i> <i>say +80</i>
<i>440</i>	<i>57.32</i>	<i>35.10</i>	<i>6680</i>

Efficient of fineness..... *.75*  
Modification necessary {  
Para. 4 (a) to (e)\*  
Efficient as corrected ..... *.75*

Stem..... *9-0*  
Sternpost *4-6* } *13-6 ÷ 2 = 81* ...Mean  
Mean Sheer at  $\frac{1}{8}$  of the length from { Stem *5-12*  
Sternpost *2-6 1/2* } *7-8 ÷ 2 = 46* ...Mean  
Actual mean Sheer ..... *allowed* ..... *82.3*  $\div .53 = 83.6$   
Standard mean Sheer [Table, Para. 18] ..... *54* Correction  
Difference..... *28.3*  $\div 4 = -7$   
Limited as Para. 18 (f) .....

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

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....	<i>5.10</i>
Correction for Length, if required (Para. 12, 13, and 14) .....	<i>+3</i> <i>6.1</i>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<i>8.11</i>
Difference .....	<i>2.10</i>
Percentage as below.....	<i>22.94%</i>

*7.8*  $\checkmark$  *7 3/4*  $\checkmark$

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)  
Allowance for Deck Erections .....

	Length.	Length allowed.	Height.
Forecastle.....	<i>41.5</i>	<i>41.5</i>	} <i>7.6</i>
Bridge House .....	<i>28.0</i>	<i>28.0</i>	
Raised Qr. Dk.....			
Poop.....	<i>92.0</i>	<i>92.0</i>	
Total .....		<i>161.5</i>	$\div 440 = .367$
Length of Ship .....		<i>440</i>	

Responding percentage {  
Para. 14, 12, 13, or 14 } *22.94%*

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	" " "	...

If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.  
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 sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

Moulded Depth as measured..... *33-11*  
*wood deck less stringer 3 1/2*  
*33-7 1/2* 20 use  
Addition for Keel below base line for draught record..... inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<i>440</i>
Length in Table .....	<i>403.5</i>
Difference .....	<i>36.5</i>
Correction for 10ft., Table A. ....	<i>1.7</i> Table C. <i>.8</i>
$\times$ Difference divided by 10 .....	<i>6.2</i> (if required.) <i>2.92</i>
If $\frac{1}{10}$ ths length covered divide by 2	<i>+6 1/2</i> $\checkmark$ <i>+3</i> $\checkmark$

CORRECTION FOR IRON DECK.  
Proportion covered, if less than  $\frac{1}{10}$ ths length covered .....  
Thickness of usual wood deck, less stringer .....  
*allowed in M.D.*

CORRECTION FOR ROUND OF BEAM.  
Breadth at Gunwale amidships..... *5-6*  
Round of Beam ..... *14*  
Normal round..... *14*  
Difference .....  $\div 2 =$  .....  
Proportion of Deck uncovered (Para. 19) .....

Freeboard, Table A .....	<i>8.11 3/4</i>
Correction for Sheer .....	<i>-7</i>
	<i>8.4 3/4</i>
Correction for Length .....	<i>+6 1/4</i>
	<i>8.11 1/2</i>
Allowance for Deck Erections .....	<i>-7 1/4</i>
	<i>8.3 1/4</i>
Correction for Round of Beam.....	$\checkmark$
Correction for fall in Sheer (if any).....	$\checkmark$
Correction for Iron Deck (if required) <i>allowed in M.D.</i>	
Additions for non-compliance with provisions of { Para. 11 (d) and (e) †	
Other Corrections (if any) .....	

Winter Freeboard .....	<i>8.3 1/4</i>
Summer Freeboard .....	<i>7.9</i>
Indian Summer Freeboard .....	<i>7.2 3/4</i>
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 3/4*

Winter Freeboard from deck line .....	<i>8.5</i>
Summer " " " " .....	<i>7.10 3/4</i>
Indian Summer " " " " .....	<i>7.4 1/2</i>
N.A. Winter " " " " .....	

Deck Line, Wood (Iron) Deck :-  
*7.10 1/2*  
*6 1/2*  
*6*  
*6 1/2*

† 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.

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33-11  
34-1 1/4  
7-10 1/2  
26-2 1/4  
26-2 1/4  
26-2 1/4