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SAT. 6 FEB 1904

16884

No. 12278

Rpt. 11c.

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIP HAVING SPAR OR AWNING DECK.

Port of Survey WEST HARTLEPOOL.

Date of Survey 5th Feb. 1904

Name of Surveyor J. Thomson

Ship's Name.	Gross Tonnage.	Official Number.	Type of Ship.	Date of Build.	Particulars of Classification.
<u>Manchester Mariner</u>	<u>4093</u>	<u>119582</u>	<u>Spar dk.</u>	<u>1904</u>	<u>Class contemplated #100 #1 Spar dk.</u>
Number in Register Book <u>Sept 49</u>					

Registered Length <u>360.0</u>	Breadth <u>48.0</u>	Depth <u>28.1</u>
Length on Load Line..... <u>359.5</u>	Breadth <u>48</u>	
Depth <u>28.1</u>	Tons. Und. Dk. <u>3948.8</u>	
	<u>x 100</u>	
<u>484893.6)394880.00(.814</u>		

Moulded Depth as measured to main deck.....	<u>22-10 1/2</u>
" " " " Spar	<u>30-10</u>

CORRECTION FOR LENGTH :-

Length of Ship on Load Line.....	<u>359.5</u>
Length in Table.....	<u>358.5</u>
Difference.....	<u>1.0</u>
Correction for 10ft.....	<u>1.2</u>
x Difference ÷ 10=	<u>+ 0.12</u>

Co-efficient of fineness814
 Any modification necessary } Cellular double bottom.
 [Para. 4 (a) to (c)]
 Co-efficient as corrected79

Height of 'Tween Decks.....	<u>7-11 1/2</u>
Correction for Height of 'Tween Decks in Spar-decked Ships.....	<u>+ 5 3/4</u>

Allowance for strength in excess of Lloyd's rules = 17 1/2

State particulars— See approved plans attached to 1st entry report on S.S. Manchester Port.

Freeboard Table B.....	<u>8-2 1/2</u>
Correction for Length.....	<u>+ 1/4</u>
Correction for Height of 'Tween Decks in Spar-decked Ships.....	<u>+ 5 3/4</u>
	<u>8-8 1/2</u>

2 steel dks each 7/16 thick.
 Bulw angle beams to every frame at each deck + intercostal girders in way of quarter pillars.
 Outside plating increased in thickness Cell D.B. scantlings same grade as 3rd vessel.
 Bulw angle framing increased compared with 1888 Rules.

Correction for Strength in excess of Lloyd's rules.....	<u>- 1-5 1/2</u>
	<u>7-3</u>
Correction for Iron Deck if required.....	<u>- 3</u>
Other Corrections (if any).....	<u>✓</u>

Sheer at Stem.....	<u>7-6</u>	at 1/3 length from Stem.....	<u>4-2</u>
Sternpost.....	<u>3-6</u>	" " " Sternpost.....	<u>1-11 1/2</u>
Drop in Sheer abaft amidships.....	<u>Nil.</u>		
Round of Spar-deck Beam.....	<u>11 3/4</u>		
Forecastle.....	<u>34-0</u>	x Height.....	<u>7-0</u>
Bridge.....	<u>92-0</u>	x Height.....	<u>7-0</u>
Poop.....	<u>30-11</u>	x Height.....	<u>7-0</u>

State if open or closed at ends.
Steel B.H. with 4-3 opening. Fore end enclosed. After end steel B.H. with two 3-6 openings to which shifting boards are fitted 5-6 high. openings to which shifting boards are fitted 5-6 high.

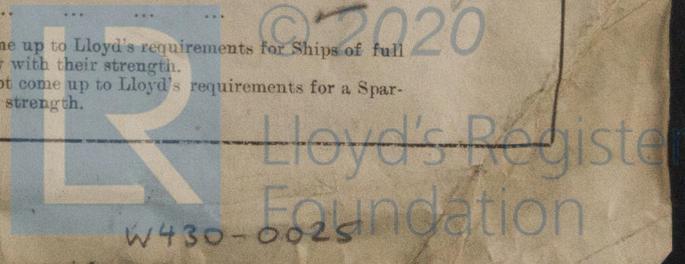
Winter Freeboard.....	<u>7-0</u>
Summer Freeboard.....	<u>6-7</u>
N.A. Winter Freeboard.....	<u>7-2</u>
Correction necessary because clear side amidships measured in accordance with the statutes is not taken at intersection of the deck with side.....	<u>2</u>
Winter Freeboard from Deck Line*.....	<u>7-2</u>
Summer Freeboard.....	<u>6-9</u>
N.A. Winter Freeboard.....	<u>7-2</u>

* Marked in accordance with Sec. 25, 76.

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line :-

Fresh Water Line above centre of Disc.....	<u>6-9</u>
Indian Summer Line " " " ".....	<u>6-6</u>
Winter Line below " " " ".....	<u>5-5</u>
Winter North Atlantic Line " " " ".....	<u>5-5</u>

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.



Do all the Frames extend to the top Height in the Awning Deck?

Do all the Frames extend to the top Height in the Spar deck? Yes

To what height do the Reverse Frames extend? Bulk angle frames

Are the Hatchways and Hatches efficiently constructed? Yes

Are the exposed parts of the Engine and Casings efficiently constructed? Yes

State any special features in the construction of the Vessel See approved plans

See sister vessel to the S.S. "Manchester Port", No. 28 in Reg. Buft.

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Owners

Address

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