

pt. 11b 33
31/194
B.T. COPY WRITTEN

L/V.
20/7/32

19 MAY 1926

Index No. 32057
(For London Office only.)

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 *Glasgow*
Date of Survey *13th May 1926*
Name of Surveyor *George Muir*

Ship's Name. **"COUNSELLOR"**
Number in Register Book *N. 406*
Port of Registry and Nationality. *Liverpool British*
Official Number. *149596*
Gross Tonnage. *-*
Date of Build. *1926*
Particulars of Classification. *+ 100. A. 1. (Class contemplated)*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>395.5</i>	<i>52.55</i>	<i>28.0</i>	<i>4720.81</i>
Length on LOADLINE.	<i>393.92</i>	Frame Depth <i>10</i> Rule <i>6</i> $\times \frac{4}{2}$ <i>- .66</i> <i>.8</i>	Ceiling <i>+ 20</i> No Sheer <i>+ .97</i> Peak Tanks <i>✓</i>	<i>4558.29</i>
CORRECTED DIMENSIONS.	<i>393.92</i>	<i>51.89</i>	<i>29.17</i>	<i>4558.29</i>

Moulded Depth as measured..... *30'-6"*
Addition for Keel below base line for draught record... *2 1/2* inches.

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

Co-efficient of fineness..... $\frac{4558.29 \times 100}{393.92 \times 51.89 \times 29.17} = 76.4$
Any modification necessary [Para. 4 (a) to (e)]*
Co-efficient as corrected..... *76*
Sloping double bottom

CORRECTION FOR LENGTH.
Length of Ship on Loadline..... *393.92*
Length in Table *366.00*
Difference *27.92*
Correction for 10ft., Table A. *1.5* Table C. *.8*
 \times Difference divided by 10 *+ 4.18* (if required.) *+ 2 1/4*
If $\frac{1}{10}$ th length covered divide by 2 *+ 4 1/4* *+ 2 1/4*

CORRECTION FOR IRON DECK.
Proportion covered, if less than $\frac{1}{10}$ th length covered *51.5*
Thickness of usual wood deck, less stringer *2 1/2* *- 1 3/4*

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships... *52.0*
Round of Beam *13*
Normal round..... *13*
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19)

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

Sheer at Stem..... *118*
at Sternpost... *53*
 $\div 2 = 85.5$ Mean
Sheer at $\frac{1}{2}$ of the length from Stem *64*
Sternpost *29*
 $\div 2 = 46.5$ Mean
Gradual mean Sheer *84.54*
Standard mean Sheer [Table, Para. 18] *49.39* Correction
Difference..... $\div 4 = -8 3/4$
§ If limited as Para. 18 (f)

Rise in Sheer { At front of bridge house.....
from amidships {
[Para. 18 (e)] { At after end of forecastle
Fall in Sheer {
Para. 18 (d) {
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—
Freeboard, Table C..... *4-7*
Correction for Length, if required (Para. 12, 13, and 14) *+ 2 1/4*
4-9 1/4
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) *7-4*
Difference *2-6 3/4*
Percentage as below..... *33.56%*
10.32
- 10 1/4
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>39.92</i>	<i>39.92</i>	<i>7'-11 1/2"</i>
Bridge House.....	<i>128.00</i>	<i>127.47</i>	"
Raised Qr. Dk.....	<i>37.50</i>	<i>37.25</i>	"
Poop.....		<i>204.64</i>	"
Total		<i>393.92</i>	<i>= 51.95</i>
Length of Ship		<i>393.92</i>	
Corresponding percentage (Para. 12, 13, or 14) {	<i>33.56</i>		

Freeboard, Table A *7'-8 1/2"*
Correction for Sheer *- 8 3/4*
6-11 3/4
Correction for Length *+ 4 1/4*
7-4
Allowance for Deck Erections *- 10 1/4*
6-5 3/4
Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
Correction for Steel Deck (if required) *1 3/4*
6-4
Additions for non-compliance with provisions of {
Para. 11 (d) and (e) † {
Other Corrections (if any)

Winter Freeboard *6'-4"*
Summer Freeboard *5'-10 1/2"*
Indian Summer Freeboard *5'-5"*
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 steel deck with side. *+ 1 3/4*

Winter Freeboard from deck line *6'-5 1/4"*
Summer " " " *6'-0 1/4"*
Indian Summer " " " *5'-6 3/4"*
N.A. Winter " " " *6'-0"*

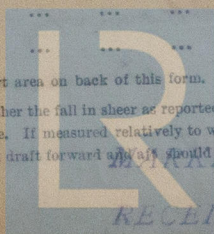
FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—

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

19 MAY 1926

§ 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 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.

† 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.



© 2019

9 JUN 1926

Foundation

W433-0118

Do all the Frames extend to the top height of the Poop? *Yes* Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *across floors in double bottom*
 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 *Wood doors*
 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? *40* and Coaming plate? *44*
 Give scantlings and spacing of the Stiffeners *9 x 3 1/2 x 5 1/4 B.A. 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? *Shifting boards in riveted channels (see sketch below)*
 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? *enclosed by bridge deck*
 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 see below*

Position and Size.		N.1. 22-6 x 17		N.2. 29-3 x 17		N.3. 9-0 x 17		N.4. 33-9 x 17		N.5. 22-6 x 17	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30		30		30		30		30	
	Sides	55		55		44		55		55	
	Ends	55		55		44		55		55	
SHIFTING BEAMS OR WEB PLATES	Number	Four		Five		One		Five		Four	
	Section and Scantlings	14 x 3 1/4 P. 4 x 3 x 4 A.		15 x 3 1/4 P. 4 x 3 x 4 A.		12 x 30 A. 4 x 3 x 36 (2) 6 x 3 1/2 x 50 (1)		14 1/2 x 35 P. 4 x 3 x 4 (2) 6 x 3 1/2 x 56 (1)		14 x 3 1/4 P. 4 x 3 x 4 (2) 6 x 3 1/2 x 56 (1)	
	Material	6 x 3 1/2 x 56 A. Steel		Steel		Steel		Steel		Steel	
FORE AND AFTERS	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness		3' pine		Same as N.1							
Remarks		Side coaming fitted with longitudinal bulk angles 7 x 3 x 4 1/4									

* 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? *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.

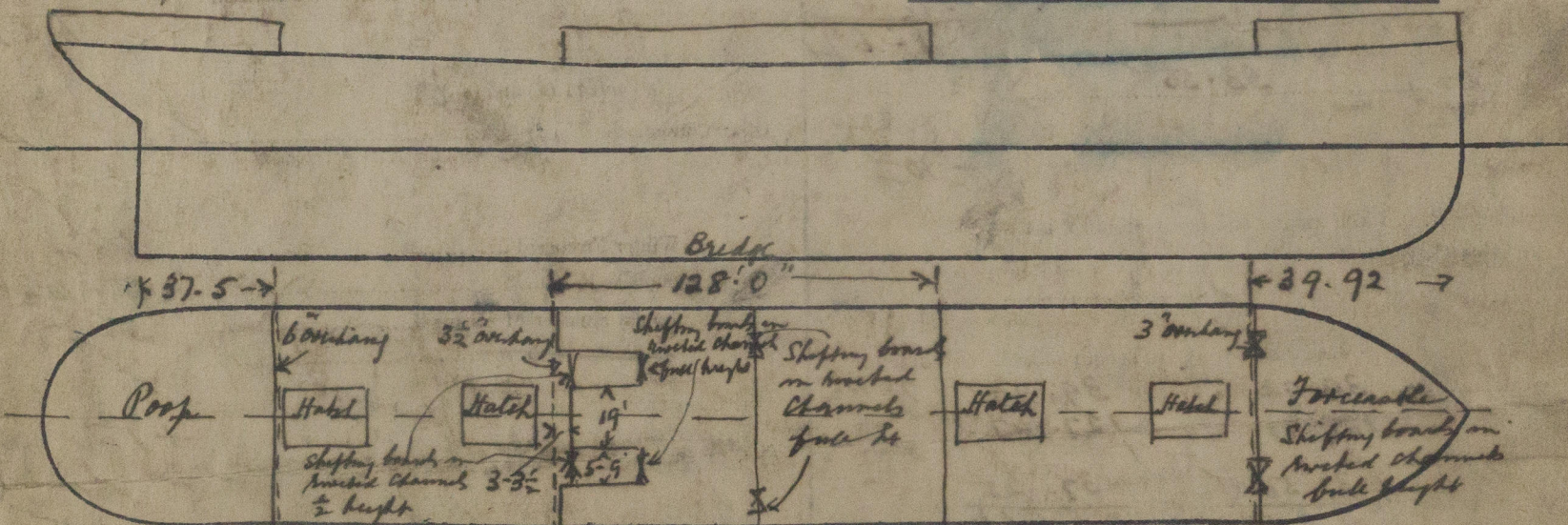
Freeing Ports (each side of vessel) =

Sq. ft.

Total deficiency or excess =

Sq. ft.

Approved plans of midship section and profile enclosed for reference. Request form N. 9 enclosed.



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

Carpo vessel

Builder's name and yard number

C Connell & Co. N. 406

Names of sister vessels

S.S. Historian (Regt N. 44116), S.S. Wandura (Regt N. 44246), S.S. Day Star (Regt N. 44761)

Owners

Charente Steamship Co. Ltd (J & S. Harrison, Managers)

Address

Liverpool

Fee £ 11

: 0 : 0

Received by me

Lee F. G. Report



© 2019

Lloyd's Register Foundation