

15 SEP 1926

Report No. 12730

Index No. 31948
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD - STEAM SHIPS.

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

Port of Survey *Middleburgh*
Date of Survey *During Construction*
Name of Surveyor *J.R. Scobie*

Ship's Name. **CHEVYCHASE**
Port of Registry and Nationality. *British*
Official Number. *149418*

Gross Tonnage. *1926*
Date of Build. *1926*
Particulars of Classification. *100A1 (Contemplated)*

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
305.0	45.5	21.3	2352.75
304.6	44.95	22.95	2352.75

Moulded Depth as measured..... *23'-6"*
Addition for Keel below base line for draught record..... *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..... *304.6*
Length in Table *282.00*
Difference *22.6*
Correction for 10ft., Table A. *1.3*
× Difference divided by 10 *2.93*
If $\frac{1}{10}$ ths length covered divide by 2 *+3*

CORRECTION FOR IRON DECK.
Proportion covered, if less than $\frac{1}{10}$ ths length covered *776*
Thickness of usual wood deck, less stringer *3 1/2* - *3 1/2*

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships..... *44.0*
Round of Beam *11.0*
Normal round..... *11.0*
Difference *0*
Proportion of Deck uncovered (Para. 19)

Co-efficient of fineness..... *766*

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

Co-efficient as corrected *746*

Sheer { Stem..... *102.75*
at { Sternpost..... *60.75*
Sheer at $\frac{1}{2}$ of the length from { Stem..... *51*
Sternpost..... *31.5*
Gradual mean Sheer *75.0*
Standard mean Sheer [Table, Para. 18] *40.46*
Difference..... *34.54*
§ If limited as Para. 18 (f) *-8 1/2*

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

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C..... *2-1 1/4*
Correction for Length, if required (Para. 12, ~~and 11~~) *+1 1/4*
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, ~~and 11~~) *4-5 5/4*
Difference *2-3 3/4*
Percentage as below..... *28.36.57*
7.79

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) *-7 3/4*

Allowance for Deck Erections
Forecastle..... *27.5*
Bridge House..... *49.5*
Poop..... *23.0*
Total *100.0*

Length of Ship *304.6*
Corresponding percentage (Para. 12, ~~and 11~~) *28.36*

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, (Steel) Deck :-
Fresh Water Line above centre of Disc *5"*
Indian Summer Line " " " *4"*
Winter Line below " " " *3 1/2"*
Winter North Atlantic Line " " " *5 1/2"*

Winter Freeboard *3-6 1/2*
Summer Freeboard *3-3 3/4*
Indian Summer Freeboard *2-11 1/2*
N. A. Winter Freeboard *3-8 1/2*

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

Winter Freeboard from deck line *3-8 1/4*
Summer " " " *3-4 1/2*
Indian Summer " " " *3-10 3/4*
N. A. Winter " " " *3-10 1/4*

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
8 OCT 1926

W437-0171

0177

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 Iron 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? *.36* and Coaming plate? *no coaming, plated vertically*
 Give scantlings and spacing of the Stiffeners *8 x 3 x .36 Bull. Angles. 30" apart*
 Are bracket plates fitted at each end of the Stiffeners? *Top only* 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? *one opening each side 4-2 x 3-0 filled with 2 boards in riveted channels*
 Is the Forecastle at least as high as the main or top-gallant rail? *7-6* Has the Forecastle an efficient Iron 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? *Bridge & Deck houses*
 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? *✓*
 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:— *As per approved plans*

Position and Size.	Nº1 36-0 x 25-3		Nº2 33-9 x 30-0		Nº3 38-3 x 30-0		Nº4 42-9 x 25-6		Bunker Hatch	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of DECK		<i>as</i>		<i>see sketch</i>		<i>idem</i>				
COAMING Thickness	Sides	<i>.44</i>		<i>.44</i>		<i>.44</i>		<i>.44</i>		<i>.44</i>
	Ends	<i>.44</i>		<i>.44</i>		<i>.44</i>		<i>.44</i>		<i>.44</i>
SHIFTING BEAMS OR WEB PLATES	Number	<i>6</i>		<i>6</i>		<i>6</i>		<i>7</i>		<i>1</i>
	Section and Scantlings	<i>6 x 3 1/2 x 52-38</i>		<i>6 x 3 1/2 x 52</i>		<i>6 x 3 1/2 x 54</i>		<i>6 x 3 1/2 x 52-40</i>		<i>6 x 3 1/2</i>
	Material	<i>21st</i>		<i>21st</i>		<i>21st</i>		<i>21st</i>		<i>21st</i>
* FORE AND AFTERS	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness		<i>3"</i>		<i>3"</i>		<i>3"</i>		<i>3"</i>		<i>3"</i>
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? *✓* Strake between Main and Bridge Sheerstrakes? *✓*
 Delete the words that do not apply { The Crew are, are not, berthed in the bridge house.
 { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

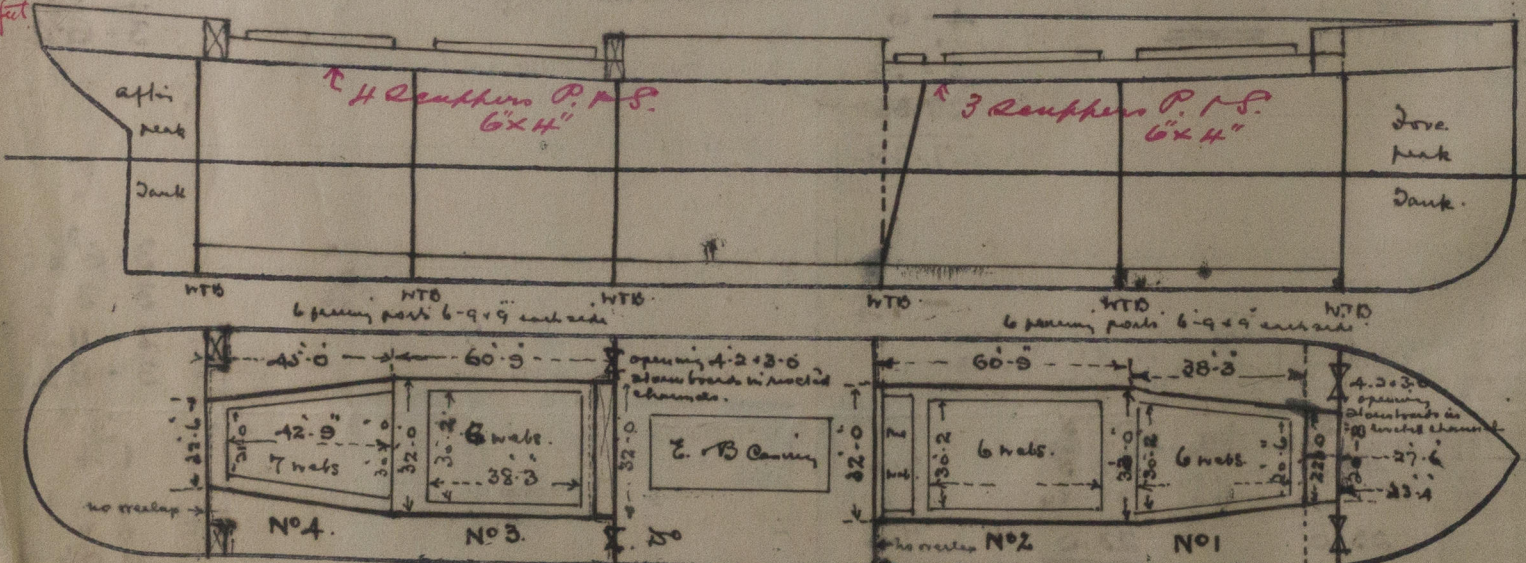
Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft. Tenths. Ft. Tenths. No.
 $A = 6.75 \times 0.75 \times 6$
 $F = 6.75 \times 0.75 \times 6$

Freeing Ports (each side of vessel) = *✓* Sq. ft.

Total deficiency or excess = Sq. ft.

Height to top of coaming 4'-3"
Rule coaming 2'-0"
Wood deck less stringer 1'-3 1/2"
Allowed height of bulwark 1'-11 1/2"
= 1.96 feet



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 *This vessel has been built in accordance with the plans, copies of which are retained in London. Section form attached*
 Builder's name and yard number *Smith, Dock & Yard, No 818*

Names of sister vessels *✓*

Owners *Great West Coast Shipping Co. Newcastle-on-Tyne*

Address *W. R. de Courcy*

Fee £ *Do. charged with direct entry* Received by me