

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 *3rd Feb. 1926*
Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>Messrs Smith Dock Co</i>	<i>S.S. Nos 818 and 819</i>				<i>+100A.1. (Contemplated)</i>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>304.58</i>	<i>45.12</i>	<i>22.45</i>	<i>2400</i>
Length on LOADLINE.	<i>304.58</i>			
CORRECTED DIMENSIONS.				

Moulded Depth as measured *23-6*
Addition for Keel below base line for draught record.....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.....	<i>304.58</i>	
Length in Table	<i>282.00</i>	
Difference	<i>22.58</i>	
Correction for 10ft., Table A.	<i>1.3</i>	Table C. <i>.6</i>
× Difference divided by 10	<i>2.93</i>	(if required.) <i>1.35</i>
If $\frac{1}{10}$ ths length covered divide by 2	<i>+ 3"</i>	<i>+ 1 1/4"</i>

CORRECTION FOR IRON DECK. A.S.F. = .328 Tonnage .461

Proportion covered, if less than $\frac{1}{10}$ ths length covered *.489 Total*
Thickness of usual wood deck, less stringer *3 1/2"*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<i>44.0</i>
Round of Beam	<i>11"</i>
Normal round.....	<i>11"</i>
Difference	<i>✓ ÷ 2 =</i>
Proportion of Deck uncovered (Para. 19)	<i>✓</i>

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

Co-efficient of fineness..... *.448*
Any modification necessary } *C.O.B.*
[Para. 4 (a) to (e)]* }
Co-efficient as corrected *.48*

Sheer { Stem..... *102*
at { Sternpost ... *57* } *159 ÷ 2 = 79.5* Mean

Sheer at $\frac{1}{2}$ of the length from { Stem *51*
Sternpost *31.5* } *82.5 ÷ 2 = 41.25* Mean

Gradual mean Sheer *45.00*

Standard mean Sheer [Table, Para. 18] *40.46*

Difference..... *34.54 ÷ 4 = 8.635*

§ If limited as Para. 18 (f) *- 8 3/4"*

Rise in Sheer { At front of bridge house.....
from amidships { At after end of forecastle

Fall in Sheer {
Para. 18 (d) } *÷ 2 =*
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<i>2" 2</i>
Correction for Length, if required (Para. 12, 13, and 14)	<i>+ 1 1/4"</i>
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<i>4" 6 3/4"</i>
Difference	<i>2" 3 1/2"</i>
Percentage as below.....	<i>28.57%</i>

12.3% for Trunk 3181 = 3 1/2"
Iron Deck = 2 1/4"

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

Allowance for Deck Erections *- 4 3/4"*

Length.	Length allowed.	Height.
Forecastle..... <i>23-3"</i>	<i>27.50</i>	<i>7-6</i>
Trunk..... <i>27-8"</i>	<i>14.77</i>	<i>7-6</i>
Bridge House..... <i>49-6"</i>	<i>49.50</i>	<i>7-6</i>
Trunk..... <i>49-6"</i>	<i>19.71</i>	<i>7-6</i>
↑ Raised Q. Dk..... <i>23-6"</i>	<i>23.00</i>	<i>7-6</i>
Poop.....		

Total *134.48 = .451*

Length of Ship *304.58*

Corresponding percentage {
(Para. 11, 12, 13, or 14) } *28.57%*

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	" " "

Winter Freeboard	<i>3" 9 1/2"</i>
Summer Freeboard <i>(3-4 1/2)</i>	<i>3" 3 3/4"</i>
Indian Summer Freeboard	<i>3" 0</i>
N. A. Winter Freeboard	<i>3" 9 1/2"</i>

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 1/4"*

Winter Freeboard from deck line	<i>3" 9 1/4"</i>
Summer " " " "	<i>3" 5 1/2"</i>
Indian Summer " " " "	<i>3" 1 3/4"</i>
N. A. Winter " " " "	<i>3" 11 1/4"</i>

* 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 $\frac{1}{10}$ th 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.

Do all the Frames extend to the top height in the Poop? _____ Raised Quarter Deck? _____ Bridge House? _____ Forecastle? _____

To what height do the Reverse Frames extend? _____

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

Give particulars of the means for closing the openings in Bulkhead _____

Is the Poop or Raised Quarter Deck connected with the Bridge House? _____ Has the Bridge House an efficient Bulkhead at the fore end? _____

Give particulars of the means for closing the openings in Bulkhead _____

What is the thickness of the Bridge Front plating? _____ and Coaming plate? _____

Give scantlings and spacing of the Stiffeners _____

Are bracket plates fitted at each end of the Stiffeners? _____ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? _____

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

How are the openings closed? _____

Is the Forecastle at least as high as the main or top-gallant rail? _____ Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? _____

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? _____

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:—

Position and Size.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Item.										
COAMING. Height above top of DECK										
Thickness { Sides.....										
{ Ends.....										
SHIFTING BEAMS OR WEB PLATES { Number.....										
{ Section and Scantlings.....										
{ Material.....										
* FORE AND AFTERS. { Number.....										
{ Section and Scantlings.....										
{ Material.....										
HATCHES Thickness.....										
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 { 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.

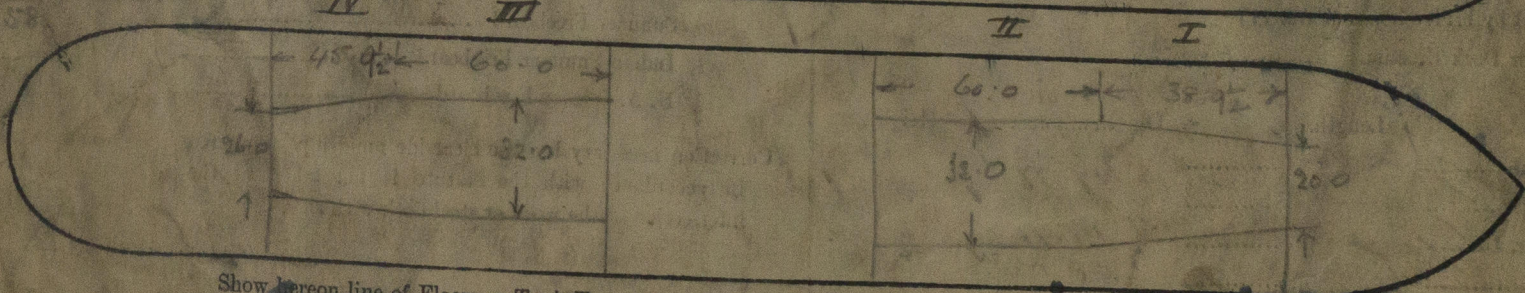
Ft. Tenths.	Ft. Tenths.	No.	Freeing Ports (each side of vessel),	=	Sq. ft.
x	x				
x	x				

Trunk
 I. $38.79 \times \frac{26.0}{44.0} \times \frac{1.96}{5.87} \times \frac{8}{10} = 6.12$ Total deficiency or excess = _____ Sq. ft.

II. $60.0 \times \frac{32.0}{44.0} \times \frac{1.96}{5.87} \times \frac{8}{10} = 11.65$

III. $60.0 \times \frac{32.0}{44.0} \times \frac{1.96}{5.87} \times \frac{8}{10} = 11.65$

IV. $45.79 \times \frac{29.0}{44.0} \times \frac{1.96}{5.87} \times \frac{8}{10} = 8.06$



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 _____

Builder's name and yard number _____

Names of sister vessels _____

Owners _____

Address _____

Fee £ _____

Received by me _____



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