

# 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 NEWCASTLE-ON-TYNE  
Date of Survey 11<sup>th</sup> March 1924  
Name of Surveyor Alex. Munro

*Messrs Wm Dobson & Co No 221.*

B.T. COPY WRITTEN

Ship's Name <u>S/S. "JAMESON"</u>	Port of Registry and Nationality <u>London</u>	Official Number <u>147610</u>	Gross Tonnage <u>✓</u>	Date of Build. <u>1924</u>	Particulars of Classification. <u>+100A1. (Class Contemplated)</u>
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Registered dimensions from Ship's Register.	LENGTH. <u>360.0</u>	BREADTH. <u>50.0</u>	DEPTH. <u>23.6</u>	UNDER DECK TONNAGE. <u>3363.99</u>
Length on LOADLINE.	<u>359.63</u>	Frame Depth 11 Rule " <u>52</u> " <u>2 x 52</u> <u>-.92</u>	Ceiling <u>+ .20</u> Sheer <u>+ .38</u> <u>Lead plank top</u> <u>Ceiling under hatchways only</u>	Peak Tanks } Incl.
CORRECTED DIMENSIONS.	<u>359.63</u>	<u>49.08</u>	<u>24.18</u>	<u>3363.99</u>

Moulded Depth as measured..... 26-0

Addition for Keel below base line for draught record... 1.7 inches.

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

26.0  
1.5  
27.0  
3.4  
23.8

Coefficient of fineness..... .788

Modification necessary [Para. 4 (a) to (e)]\* .02 *Call DB.*

Coefficient as corrected..... .768  
.77

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>359.63</u>
Length in Table .....	<u>312.00</u>
Difference .....	<u>47.63</u>
Correction for 10ft., Table A. ....	<u>1.4</u>
× Difference divided by 10 .....	<u>6.68</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<u>3.34</u> = <u>+ 3 3/4</u>

Stem..... 101 } 139 ÷ 2 = 69.5 Mean  
Sternpost ... 38 } 38

at  $\frac{1}{8}$  of the length from { Stem 46.25 } 65.75 ÷ 2 = 32.875 Mean  
Sternpost 19.50 } 55 = 59.76

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... .80

Thickness of usual wood deck, less stringer ..... - 3 1/2

al mean Sheer ..... 59.76

ard mean Sheer [Table, Para. 18] ..... 45.96 Correction

Difference..... 13.80 ÷ 4 = 3.45

mitted as Para. 18 (f) ..... - 3 1/2

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>48-0</u>
Round of Beam .....	<u>12</u>
Normal round.....	<u>12</u>
Difference .....	÷ 2 = <u>✓</u>
Proportion of Deck uncovered (Para. 19) .....	

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

in Sheer { At front of bridge house..... ✓  
amidships {  
a. 18 (e) } At after end of forecastle ..... ✓

in Sheer { ✓ ÷ 2 =  
a. 18 (d) }  
h uncovered ..... Correction ✓

Freeboard, Table A .....	<u>5-11 1/4</u>
Correction for Sheer .....	<u>- 3 1/2</u>
Correction for Length .....	<u>+ 3 3/4</u>
Allowance for Deck Erections .....	<u>- 1- 1/2</u>
Correction for Round of Beam.....	<u>4- 3/2</u>
Correction for fall in Sheer (if any).....	✓
Correction for Iron Deck (if required) .....	<u>- 3 1/2</u>
Additions for non-compliance with provisions of } Para. 11 (d) and (e) †	<u>4- 0</u>
Other Corrections (if any) .....	

ALLOWANCE FOR DECK ERECTIONS :-

ard, Table C..... 2- 11 1/4

tion for Length, if required (Para. 12, 13, and 14) ✓.....

ard by Table A, corrected for sheer, and for length, }  
if required (Para. 12, 13, and 14) } 5- 7 3/4  
2- 8 1/2

ence..... 60%  
60.1%  
19.53

tage as below.....

tion for R. Q. Dk. if engine and boiler openings not } ✓  
covered by bridge house (Para. 11) } - 1- 1/2

nce for Deck Erections ..... - 1- 1/2

Winter Freeboard .....	<u>4- 0</u>
Summer Freeboard .....	<u>4 3/4</u> <u>3- 7/4</u>
Indian Summer Freeboard .....	<u>3- 2 1/2</u>
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.	<u>1 3/4</u>

	Length.	Length allowed.	Height.
stle.....	<u>33.5</u>	<u>33.5</u>	<u>7-3</u>
House.....	<u>225.0</u>	<u>225.0</u>	<u>7-6</u>
ed Qr. Dk.....	<u>29.5</u>	<u>29.5</u>	<u>7-3</u>
Total .....	<u>288.0</u>	<u>288.0</u>	<u>80.1</u>
of Ship .....	<u>359.63</u>		
onding percentage (a. 11, 12, 13, or 14)	<u>60.4%</u>		

Winter Freeboard from deck line .....	<u>4- 1 1/4</u>
Summer " " " " .....	<u>3- 9</u>
Indian Summer " " " " .....	<u>3- 4 1/4</u>
N. A. Winter " " " " .....	✓
Steel (Iron) Deck :-	<u>3- 9</u> <u>4- 1 1/4</u> <u>3- 9</u>
Fresh Water Line above centre of Disc .....	<u>5 1/2</u> <u>5 1/2</u>
Indian Summer Line " " " " .....	<u>5</u> <u>5</u>
Winter Line below " " " " .....	<u>4 1/2</u> <u>4 1/2</u>
Winter North Atlantic Line " " " " .....	✓

BOARD recommended amidships from centre of Disc to top of Statutory Deck-Line, Wood (Iron) Deck :-

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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.

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MARKING FORM  
RECORDED  
22 MAR 1924

Do all the Frames extend to the top height in the Poop? *Yes*  
 To what height do the Reverse Frames extend? *Bulk Angle Framing*  
 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? *.44* and Coaming plate? *.44*  
 Give scantlings and spacing of the Stiffeners *8 1/2 x 3 x .50 B.A. spaced 31 and 29 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? *Storm boards in riveted channels full height*  
 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? *Bridge Deck*  
 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: *Yes*  
*Upper Deck* *Bridge Deck*

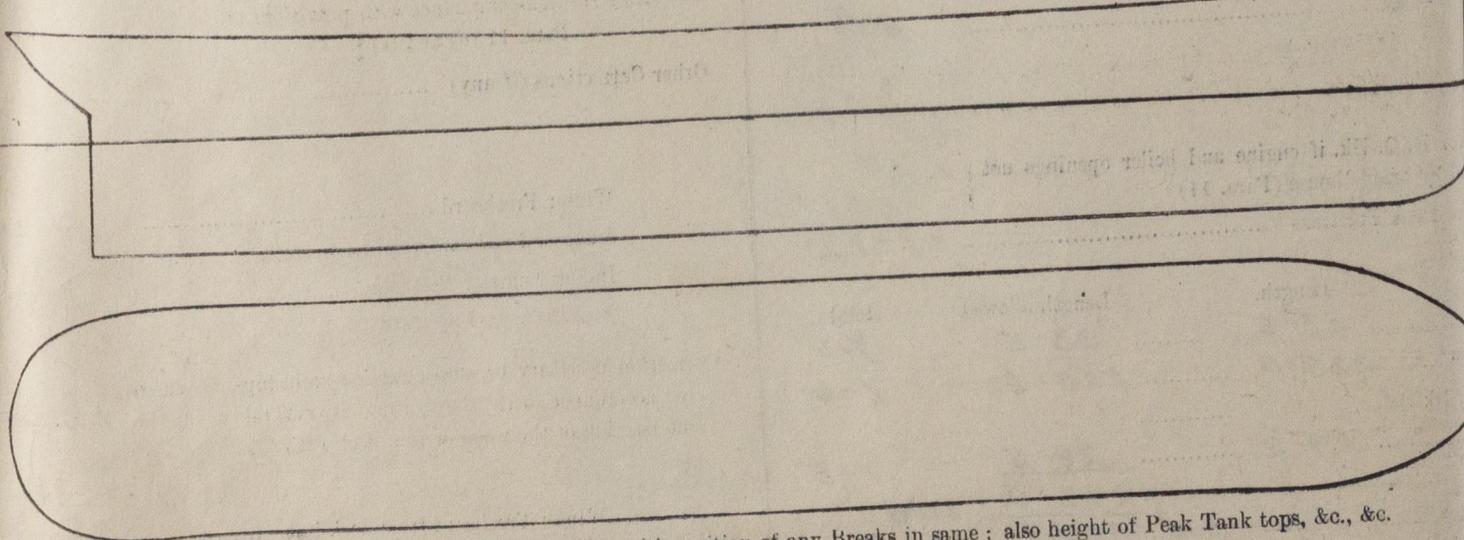
Position and Size.	No. 1 + 5 - 27'0" x 18'0"		No. 2 + 4 - 27'0" x 18'0"		No. 3 - 18'0" x 16'0"		Ship.	Rule.	Ship.
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.			
Height above top of DECK	3-0	3-0	2-6	2-6	2-6	2-6			
COAMING Thickness	Sides	.48	.48	.48	.44	.44			
	Ends	.44	.44	.44	.44	.44			
SHIFTING BEAMS OR WEB PLATES	Number	5	5	5	5	3			
	Section and Scantlings	4 x 3 x .44 Double	4 x 3 x .44 Double	4 x 3 x .44 Double	4 x 3 x .44 Double	4 x 3 x .44 Double			
	Material	15 x .35	12 x .30	4 x 3 x .44 Double	4 x 3 x .44 Double	4 x 3 x .44 Double			
* FORE AND AFTERS	Number	Nil	Nil	Nil	Nil	Nil			
	Section and Scantlings								
HATCHES Thickness	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2			
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  
 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 *36-0 x 4-0 high in each well*  
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = *14.4* Sq. ft. in each well  

Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports (each side of vessel) = <i>14.5</i> Sq. ft. in each well. <i>For class only</i>
3-0	x	1.5	x	2	
3-9	x	1.5	x	1	

 Total deficiency or excess = \_\_\_\_\_ Sq. ft.



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 *Copies of the approved plans have been retained in Office for*  
 Builder's name and yard number \_\_\_\_\_  
 Names of sister vessels \_\_\_\_\_  
 Owners \_\_\_\_\_

Address \_\_\_\_\_ Estimated fee \_\_\_\_\_  
 Fee £ *9* : *0* : *0* Received by me *See F.C. Report*  
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