

# Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

No 30448

PARTICULARS RELATING TO ALL STEAM SHIPS—EITHER FLUSH DECKED, OR WITH  
TOP GALLANT FORECASTLES, SHORT POOP, 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 Sunderland  
Date of Survey While building  
Name of Surveyor A. Urwin

Ship's Name. <b>SEA VENTURE</b>	Port of Registry and Nationality. <u>Dover</u> <u>British</u>	Official Number. <u>149166</u>	Gross Tonnage. <u>✓</u>	Date of Build. <u>1930</u>	Particulars of Classification. <u>100 A1 Class Contemplated</u>
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Registered Length on BLINE.	LENGTH. <u>294.1</u>	BREADTH. <u>43.1</u>	DEPTH. <u>18.8</u>	UNDER DECK TONNAGE. <u>1978.53</u>
REGISTERED DIMENSIONS.	<u>290.0</u>	Frame Depth Rule <u>8</u> <u>5 1/4</u> <u>2 x 2 1/2</u> <u>= .42</u> <u>skin ceiling fitted</u>	No Ceiling + .20 Sheer + .97	Peak Tanks } <u>Inc</u>
	<u>290.0</u>	<u>42.68</u>	<u>19.97</u>	<u>1978.53</u>

Moulded Depth as measured..... 20' - 10"

Addition for Keel below base line  
for draught record..... 1 1/4 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.....	<u>290</u>
Length in Table .....	<u>250</u>
Difference .....	<u>40</u>
Correction for 10ft., Table A. ....	<u>1.2</u>
× Difference divided by 10 .....	<u>4.8</u>
If 1/10ths length covered divide by 2	<u>+ 4 3/4</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered .....	<u>.4065</u>
Thickness of usual wood deck, less stringer .....	<u>3 1/2</u>
	<u>1.42 - 1 1/2</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>42.70</u>
Round of Beam .....	<u>10.25</u>
Normal round.....	<u>10.67</u>
Difference .....	<u>.42 ÷ 2 = .21</u>
Proportion of Deck uncovered (Para. 19) .....	<u>59.35</u>

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

Efficient of fineness..... .80

Modification necessary }  
Para. 4 (a) to (e)]\* }  
Efficient as corrected ..... .78

Stem..... 84

Sternpost ... 42

Mean 126 ÷ 2 = 63

Stem 54

Sternpost 27.25

Mean 81.25 ÷ 2 = 40.62

Standard mean Sheer 73.86 + 63 = 136.86 ÷ 55 = 2.48

Standard mean Sheer [Table, Para. 18] ..... 39.0

Difference..... 29.843 ÷ 4 = 7.46

Limited as Para. 18 (f) ..... -7 1/2 1/4

In Sheer }  
amidships }  
Para. 18 (e)] }  
At front of bridge house.....  
At after end of forecastle .....

In Sheer }  
Para. 18 (d)] }  
÷ 2 =

Deck uncovered .....  
Correction ✓

Freeboard, Table A .....	<u>4.2</u>
Correction for Sheer .....	<u>- 7 1/2 1/4</u>
Correction for Length .....	<u>+ 4 3/4</u>
Allowance for Deck Erections .....	<u>3 - 11 1/2 1/2</u>
	<u>- 6 3/4</u>
	<u>3.4 3/4</u>
Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any).....	✓
Correction for Steel Deck (if required) .....	<u>- 1 1/2</u>
	<u>3.3 1/4</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	✓
Other Corrections (if any) .....	✓

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>1 - 6 3/4</u>
Correction for Length, if required (Para. 12, 13, and 14) .....	<u>+ 2 1/2</u>
	<u>1 - 9 1/4</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>3 - 11 1/2 1/2</u>
Difference .....	<u>2 - 2</u>
Percentage as below.....	<u>25.45</u>
	<u>6.68</u>
Freeboard for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	✓
Allowance for Deck Erections .....	<u>- 6 1/2</u>

Winter Freeboard .....	<u>3.3 1/4</u>
Summer Freeboard (A 2 1/2, C 3 1/2) .....	<u>3.0 1/4</u>
Indian Summer Freeboard .....	<u>2.9 1/4</u>
N. A. Winter Freeboard .....	<u>3.5 1/4</u>

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 .....	<u>3 - 5</u>
Summer " " " " .....	<u>3 - 2</u>
Indian Summer " " " " .....	<u>2 - 11</u>
N. A. Winter " " " " .....	<u>3 - 7</u>

Length.	Length allowed.	Height.
House..... <u>23.37</u>	<u>23.37</u>	<u>7.6</u>
House..... <u>66.0 + 2.6</u>	<u>67.87</u>	<u>7.6</u>
House..... <u>26.62</u>	<u>26.62</u>	<u>7.6</u>
Total .....	<u>117.86</u>	<u>4065</u>
of Ship .....	<u>290.0</u>	
Percentage } (Para. 12, 13, and 14) }	<u>25.45 %</u>	

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

Fresh Water Line above centre of Disc .....	<u>5</u>
Indian Summer Line " " " " .....	<u>3</u>
Winter Line below " " " " .....	<u>3</u>
Winter North Atlantic Line " " " " .....	<u>5</u>

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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 stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

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.

FW =  $\frac{5002}{40 \times 25.48} = 4.91$

MARKING FORM  
SEP 1930 W443-0221

S.P.B.  
21/8/30

Do all the Frames extend to the top height in the Poop? *Yes* - Raised Quarter Deck? *Yes* - Bridge House? *Altimati frames* - Forecastle? *Yes*

To what height do the Reverse Frames extend? *Bull 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 *Two steel cabin 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 *Two openings closed with steel plates bolted on. Bolt 6" apart*

What is the thickness of the Bridge Front plating? *.36* and Coaming plate? *.40*

Give scantlings and spacing of the Stiffeners *8 x 3 x .40 BA spaced 30" apart*

Are bracket plates fitted at each end of the Stiffeners? *Suggested 6 x 6 x .40 4 3/4" wide* - 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? *Weather boards fitted full depth in riveted channels*

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? *Yes*

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*

Position and Size.	No. 1. 32.0 x 30' x 27'		No. 2. 32.0 x 30 - 0		No. 3. 30 - 0 x 30 - 0		No. 4. 28.0 x 27' x 30'		Ship.	Rule.
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	3' 7" as approved	3' 7" as approved	3' 7" as approved	3' 7" as approved	3' 7" as approved	3' 7" as approved	3' 7" as approved		
	Thickness	Sides .44	do.	.44	do.	.44	do.	.44	do.	
SHIFTING BEAMS OR WEB PLATES.	Number	5	6	5	4					
	Section and Scantlings	I 23" x .40	do.	I 24" x .40	do.	I 23" x .40	do.	I 24" x .40	do.	
	Material	6 x 3 1/2 x .50		6 x 3 1/2 x .52		6 x 3 1/2 x .52		6 x 3 1/2 x .50		
* FORE AND AFTERS.	Number									
	Section and Scantlings	Nil	Nil	Nil	Nil	Nil	Nil	Nil		
	Material									
HATCHES	Thickness	3	do.	3	do.	3	do.	3	do.	
Remarks		Good		Good		Good		Good		

\* 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? *.45* - Strake between Main and Bridge Sheerstrakes? *.45*

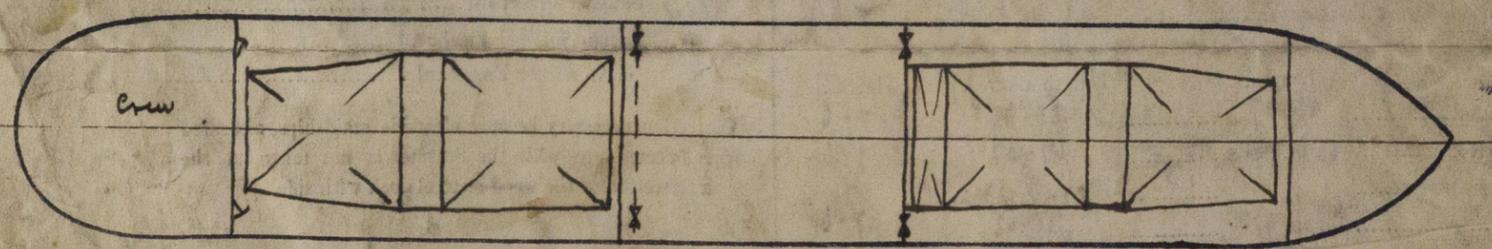
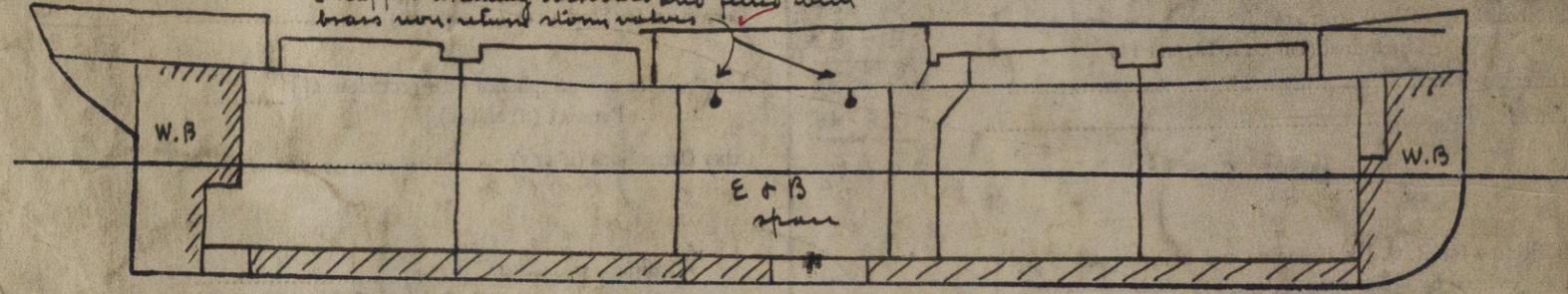
Delete the words *The Crew are not, berthed in the bridge house.*  
 that do not apply *The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.*

Length of Bulwarks in well *79.5 aft, 92.0 forward.*  
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = *34.30* Sq. ft.

	Ft. Tenths.	Ft. Tenths.	No.		Sq. ft.
Aft.	16.75	.70	1	Freeing Ports (each side of vessel)	57.57
	22.75	.70	1		
Fore.	22.75	.70	1		
	20.00	.70	1	Total deficiency or excess	23.27

*2 muffs draining overboard and fitted with brass non-return stop valves*

*Class only*



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 *Yes*

Builder's name and yard number *Messrs Swan Hunter & Wigham Richardson Ld. Yard 401451*

Names of sister vessels *S/S Sea Rambler (Sld. Rpt. 4030418)*

Owners *The Dover Navigation Co. Ld.*

Address *London*

Load displ (18'0" draught) = 5002 tons -  
 " T.P.1" = 25.48  
 Moulded displ. at 85% D.M. = 4919 tons  
 Corresponding T.P.1" = 25.42

Fee £ *5 : 16 : 8* Received by me *Lee F. Report.*  
*Will be charged on completion*

