

# Lloyd's Register of British & Foreign Shipping.

## SURVEYS FOR FREEBOARD.

1300

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Port of Survey CARDIFF  
Date of Survey April 26<sup>th</sup> 1906  
Name of Surveyor John Folland

Delete words which do not apply.

Ship's Name <u>Emmanuel</u>	Gross Tonnage <u>1787</u>	Official Number <u>V</u>	Type of Ship <u>V</u>	Date of Build <u>1898</u>	Particulars of Classification <u>+100 A1,</u>
Number in Register Book <u>409</u>				<u>4</u>	

Registered Length as shown by ship's register. 265 Breadth 38.5 Depth 17.4  
 Length on Loadline ..... 265  
 Breadth ..... 38.5

Moulded Depth as measured..... 19.8<sup>3</sup>/<sub>4</sub>  
wood on keel stringer -3<sup>3</sup>/<sub>4</sub>  
19.5<sup>1</sup>/<sub>4</sub>

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

Depth..... 17.4 Tons and Dk. 1496.75  
 Correction for excess or deficiency of Gradual Sheer (Para. 8) ... .66  
 Depth to be used..... 18.06 × 100

CORRECTION FOR LENGTH.  
 Length of Ship on Loadline..... 265  
 Length in Table ..... 233.25  
 Difference ..... 31.75

Co-efficient of fineness ..... .81  
 Any modification necessary [Para. 4 (a) to (e)\*] bell str. & keel framing  
 Co-efficient as corrected ..... .80

Correction for 10ft., Table A. .... 1.1 Table C. .6  
 × Difference divided by 10 ..... (if required.)  
 If  $\frac{1}{10}$ ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12 } +3<sup>3</sup>/<sub>4</sub> +2

Sheer { Stem... 74.5 } 121 ÷ 2 = 60.5 ... Mean  
 at { Sternpost... 46.5 }  
 Sheer at  $\frac{1}{2}$  of the length from { Stem 41 } 66.5 ÷ 2 = 33.25 ... Mean  
 { Sternpost 25.3 }

CORRECTION FOR IRON DECK.  
 Proportion covered, if less than  $\frac{1}{10}$ ths length covered .....  
 Thickness of usual wood deck, less stringer.....  
allowed for in moulded depth

Gradual Sheer .....  
 Standard Sheer (Table, Para. 18)..... 36.5 Correction  
 Difference..... 24 ÷ 4 = -6

CORRECTION FOR ROUND OF BEAM.  
 Breadth at Gunwale amidships.....  
 Round of Beam..... 9<sup>1</sup>/<sub>2</sub>  
 Normal round ..... 9<sup>1</sup>/<sub>2</sub>  
 Difference ..... ÷ 2 =  
 Proportion of Deck uncovered (Para. 19) .....

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

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

ALLOWANCE FOR DECK ERECTIONS:—  
 Freeboard, Table C..... 1.3<sup>3</sup>/<sub>4</sub>  
 Correction for Length, if required (Para. 12 and 13) ..... +2  
 Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12 and 13) } 1.5<sup>1</sup>/<sub>4</sub>  
 { 3.7<sup>3</sup>/<sub>4</sub>  
 Difference ..... 2.2  
 Percentage as below..... 22.65%  
-6°

Freeboard, Table A ..... 3.9<sup>3</sup>/<sub>4</sub>  
 Correction for Sheer ..... -6  
 Correction for Length ..... 3.3<sup>3</sup>/<sub>4</sub>  
 Allowance for Deck Erections ..... 3.7<sup>3</sup>/<sub>4</sub>  
 Correction for Round of Beam..... -6<sup>1</sup>/<sub>2</sub>  
 Correction for Iron Deck (if required) .....

Correction for engine and boiler openings not being covered by bridge house, in cases coming under Para. 11 }  
 Allowance for Deck Erections .....

Additions for non-compliance with provisions of Para. 11 (d) and (e) † }  
 Other corrections (if any).....

	Length.	Length allowed.	Height.
Forecastle.....	<u>30</u>	<u>30</u>	<u>7'0"</u>
Bridge House <u>incl. str. &amp; mill</u> .....	<u>70</u>	<u>69</u>	"
† Raised Qr. Dk.....			
Poop.....			
Total .....	<u>99</u>	<u>99</u>	<u>373</u>
Length of Ship .....	<u>265</u>		

Winter Freeboard ..... 3.1<sup>1</sup>/<sub>2</sub>  
 Summer Freeboard ..... 2.10<sup>3</sup>/<sub>4</sub>  
 N. A. Winter Freeboard ..... 3.3<sup>3</sup>/<sub>4</sub>  
 Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side. } 1<sup>1</sup>/<sub>2</sub>

Corresponding percentage (Para. 11, 12, or 13.) } 22.65

Winter Freeboard from deck line § ..... 3.2<sup>3</sup>/<sub>4</sub>  
 Summer " " " " ..... 3.0<sup>3</sup>/<sub>4</sub>  
 N. A. Winter, " " " " ..... 3.4<sup>1</sup>/<sub>2</sub>

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

Fresh Water Line	above centre of Disc	.....	<u>3'0"</u>
Indian Summer Line	" " " "	.....	<u>4</u>
Winter Line	below " " " "	.....	<u>2<sup>3</sup>/<sub>4</sub></u>
Winter North Atlantic Line	" " " "	.....	<u>2<sup>3</sup>/<sub>4</sub></u>

If the frames skin planking or ceiling are of unusual thickness the breadth of vessel to which the ceiling should be reported if possible.  
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MARKING FORM  
 State dimensions of freeing area on back of this form.  
 Marked in accordance with Sec. 437, M.S. 1894.

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 4444-0184

THE WORDS WHICH DO NOT APPLY

The ~~arrangements~~ are, ~~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  
Freeing Ports (each side of vessel)

Ft.	Tenths.	Ft.	Tenths.	No.
x	x	x	x	}
x	x	x	x	

Total deficiency = Sq. Ft.  
Total excess = "

s/s Emanuel

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

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

To what height do the Reverse Frames extend? Alternate on frames in fore-castle.

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 Hinged iron door T bolts,

Is the Poop or raised Quarter Deck connected with the Bridge House? yes

State whether the Bridge House efficiently covers the Engine and Boiler Openings yes

Has the Bridge House an efficient Iron Bulkhead at the fore end? yes, one port 24" square on upper part of Bulkhead on each side

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc. 8 x 3 angle bulls, 30" apart, bracketed top & bottom,

Has the Bridge House an efficient Iron Bulkhead at the after end? yes, one opening each side 18" coaming

How are the openings closed? Iron bolted plate to top,

Is the fore-castle at least as high as the main or top-gallant rail? yes,

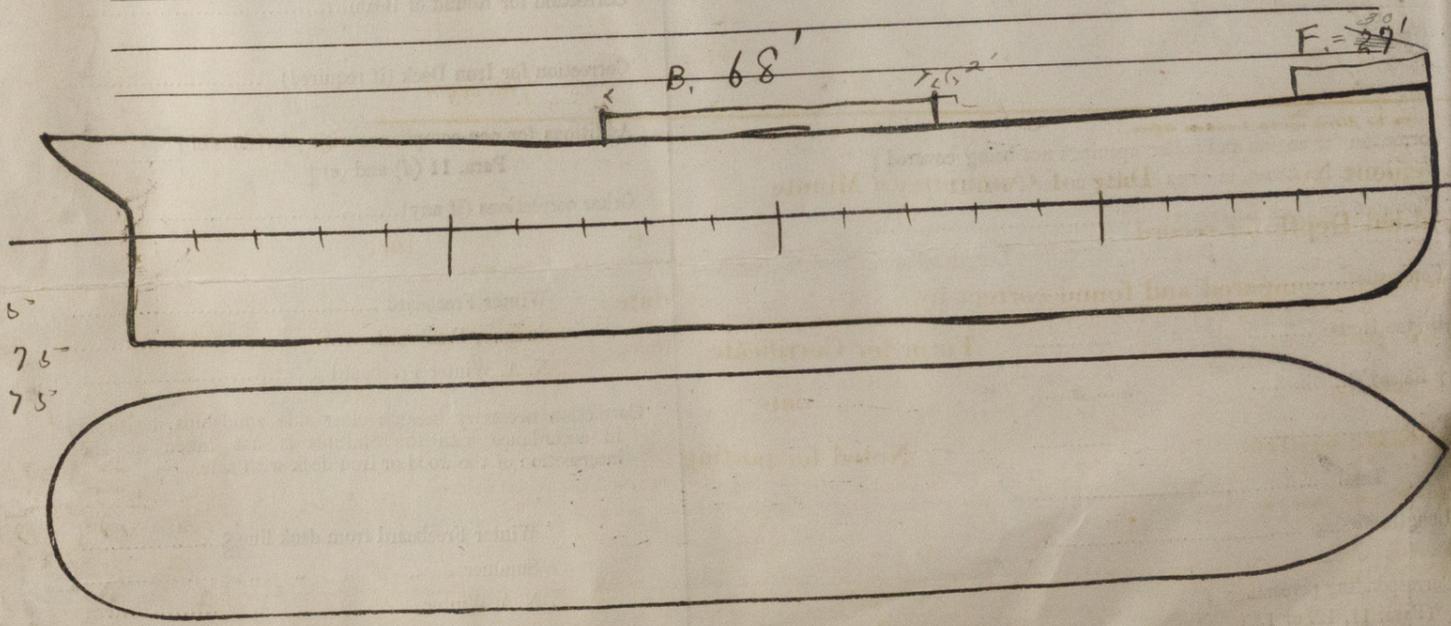
Has the Fore-castle an efficient Iron or Wood Bulkhead at its after end? yes,

Are the Hatchways efficiently constructed? yes What is the thickness of the Hatches? 2 3/4

State the height of the Coamings in fore-well? 32" on fore deck In after well in after well

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? yes

State any special features in the construction of the Vessel ✓



L = 265  
2) 137.5  
5) 68.75  
13.75

Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners N. C. Korfitzon Agents Williams & Morden  
Address Melsingborg, Sweden.  
Fee £ 3 : 3 : 0 Received by me James D. [Signature]

(Form No. 81.)

FREEB

Port WEST HA

Vessel's Name "Emanuel"  
Iron or Steel Steel

Name of Owners

I have to

statutory deck lin

by the Committee

in accordance with

From centre of

From centre of

Fresh water

Indian Sur

Winter lin

Winter No

Distance betwe

line on ves

tion of the

wood or iron

NOTE.—It should

(To be filled up in

Statement No. 1/3

Moulded Depth f

Freeboards compa

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