

Lloyd's Register of Shipping.

WED. AUG. 25 1920

8379SURVEYS FOR FREEBOARD. *Verification*PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPAR-DECKED~~
AWNING DECKS.Port of Survey *Belfast*Date of Survey *Building*Name of Surveyor *S. Kendall*

Ship's Name. YORKSHIRE		Port of Registry and Nationality. <i>Liverpool</i> <i>British</i>		Official Number. <i>143663</i>	Gross Tonnage.	Date of Build. <i>1920</i>	Particulars of Classification. <i>*100 A1 Awning Deck contemplated</i>
Number in Register Book <i>31010</i>							
Registered dimensions from Ship's Register.	LENGTH. <i>482.4</i>	BREADTH. <i>58.35</i>	DEPTH. <i>31.65</i> <i>40.40</i>	UNDER DECK Tonnage. <i>7023.47</i>	Moulded Depth as measured <i>34.10 1/2</i> Main Deck.		
Length on LOADLINE	<i>481.5</i>	Frame Depth Rule <i>2 x 1" = .16</i>	Ceiling + .20 Sheer ✓	Peak } included Tanks <i>6826.91</i> <i>Cruiser = 25.00</i> <i>Sum</i>	" " " <i>43.7 1/2</i> Spar-decked Awning Deck.		
CORRECTED DIMENSIONS.	<i>481.5</i>	<i>58.19</i>	<i>31.85</i> <i>40.60</i>	<i>6801.91</i>	addition for keel below base line for draught record = <i>1 1/2</i>		

Co-efficient of fineness *.763*
 Any modification necessary }
 [Para. 4 (a) to (e)]
 Co-efficient as corrected *.76*

Allowance for strength in excess of Lloyd's rules =

State particulars—

8 Channel frames all to awning Deck.
Three complete Steel Decks.
Tight watertight bulkheads all extended to awning Deck.
Strengthened to sides
Deck channel framing steel frames
Tonnage to awning Deck, 9175.80
Less Tonnage - - - 8979.24
Less Cruiser Sheer = (60 Tons) = 8919.24
Co-eff. to awning Deck. = .78

Sheer at Stem *8'-9"* at $\frac{1}{2}$ length from Stem *4'-10"*
 Sternpost... *2'-9"* " " " Sternpost... *1'-0"*
 Drop in Sheer abaft amidships..... *3"*
awning.
 Round of Spar-deck Beam..... *8 1/2*
 " " Main-deck " *8 1/2*

	Length	x	Height.	State if open or closed at ends.
Forecastle		x		
Bridge.....		x		
Poop.....		x		

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

<i>27.8.20</i>	Fresh Water Line	above centre of Disc
	Indian Summer Line	"	"	"	"	"	"
	Winter Line	below	"	"	"	"	"
	Winter North Atlantic Line	"	"	"	"	"	"

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.
 * If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

B.T. sub-division load line for Passenger service
27'-4 1/2" moulded = 4'-6 1/2" below centre of disc

W45D-0160

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.... *481.5*
 Length in Table *418.5*
 Difference..... *63.0*
 Correction for 10ft..... *8*
 \times Difference $\div 10 =$ *5.04* = *5"*

Height of 'Tween Decks..... *8'-9"*
 (From top of beam to top of beam at side)
 Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C <i>(9'-6 1/2" - 5'-2")</i>	<i>6'-4 1/2"</i>
Correction for Length.....	<i>5"</i>
Correction for Height of 'Tween Decks in Spar-decked Ships.....	<i>8'-9"</i>
Correction for Strength in excess of Lloyd's rules.....	<i>2'-10"</i>
Correction for Iron Deck if required <i>(3 1/2" - 3")</i>	<i>1/2"</i>
Other Corrections (if any).....	<i>12'-8"</i>

Winter Freeboard.....	<i>12'-8"</i>
Summer Freeboard.....	<i>12'-0"</i>
Indian Summer Freeboard.....	<i>11'-4"</i>
N. A. Winter Freeboard.....	

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at inter-section of the wood or iron deck with side *awning* *- 1"*

Winter Freeboard from Deck Line	<i>12'-9"</i>
Summer " " "	<i>12'-1"</i>
Indian Summer " " "	<i>11'-5"</i>
N. A. Winter <i>awning</i> " " "	<i>12'-1"</i>

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Do all the Frames extend to the top Height in the Spar deck? ☒ Awning deck? ☒ 11b.

Do all the Frames extend to the top height in the Poop? ☒ Bridge House? ☒ Forecastle? ☒

To what height do the Reverse Frames extend? *Channel frames*

Has the Poop an efficient Iron Bulkhead at the fore end? ☒

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

Is the Poop 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, *Yes*
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 ☒

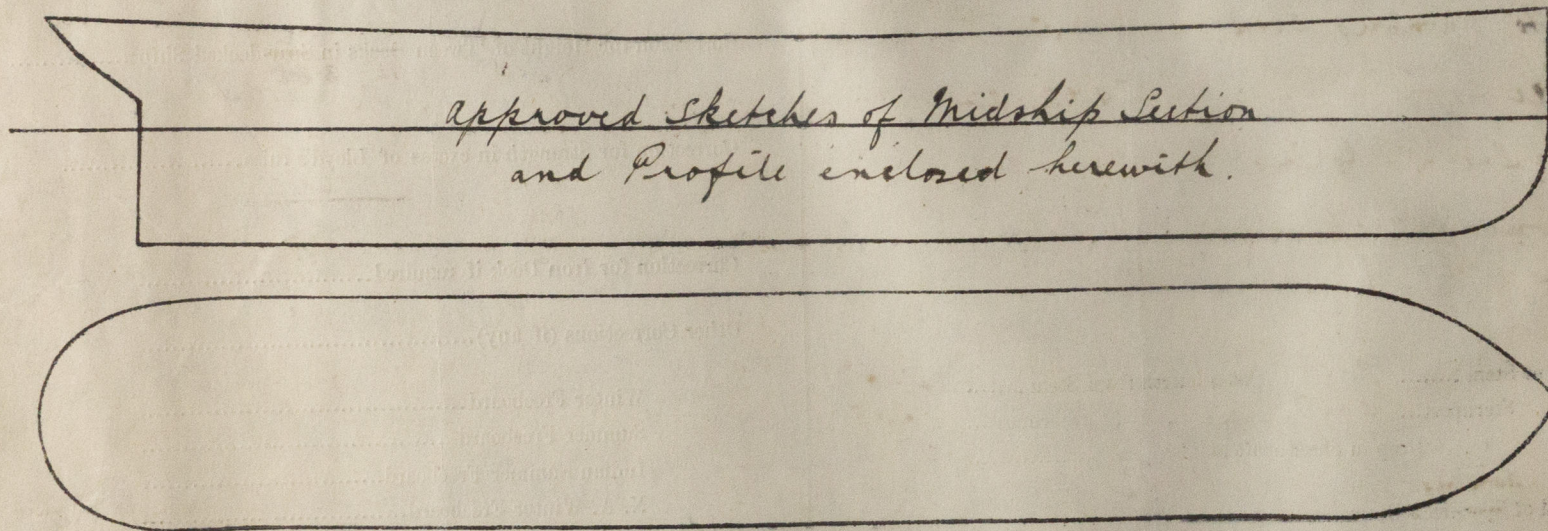
What is the height of the exposed Casings? ☒ Are suitable means provided for closing all openings in them in bad weather? ☒

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:— *Yes*

Position and Size.		N ^o 1 <i>Fore</i> 12'6" x 14'0"		N ^o 2 25'6" x 16'0"		N ^o 3 19'6" x 16'0"		N ^o 4 19'3" x 14'0"		N ^o 5 15'0" x 12'0"	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"	24"	30	24	30	24	30	24	30	24
	Sides.....	.44	.44	.44	.44	.44	.44	.44	.44	.44	.44
	Ends.....	.44	.44	.44	.44	.44	.44	.44	.44	.44	.44
SHIFTING BEAMS OR WEB PLATES.	Number	2	1	5		4		4		3	
	Section and Scantlings	1 web 21" x 3/4"		2 webs 21" x 3/6"		2 webs 21" x 3/6"		2 webs 18" x 3/4"		1 web 18" x 3/2"	
	Material	Steel.		3 I Bms 15" x 5/2" x 2 lbs		2 I Bms 15" x 5" x 2 lbs.		2 I Bms 12" x 5" x 2 lbs.		2 I Bms 12" x 5" x 3/2 lbs.	
* FORE AND AFTERS.	Number	none.		none.		none.		none.		none.	
	Section and Scantlings										
	Material										
HATCHES Thickness		3"		3		3"		3"		3"	
Remarks.....											

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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.)



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. *A passenger load line has been assigned by the Board of Trade corresponding to a moulded draught of 27'4 1/2" an early assignment will oblige, vessel expected to sail on 2nd prox For provisional assignment as a cargo vessel see Secretarys letter to Builders dated 2nd November 1916*

Owners

Address

Fee £ 8 : 8 : 0

Received by me



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