

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Nº 29615

Port of Survey *Sunderland.*
Date of Survey *Jan 24th + whilst building*
Name of Surveyor *W. Fallings &*

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"BRIGHTON"	Newcastle British	149452		1928	✠ 100. A. 1 Contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	409.6	54.00	28.20	4845.09
Length on LOADLINE.	409.5	average " 1/2" No Frame Depth Rugs " 1/2" Sheer $7.5 \times 2 = 15$ $1.25 \times 42 = 52.5$ Spar ceiling fitted.	Ceiling + .20 + 1.39	Peak } Incl'd Tanks Tank Rise 41.00 Fwd Tank Rise aft 29.80
CORRECTED DIMENSIONS.	409.5	52.45 58	29.49	4915.89

Moulded Depth as measured.....*31'-6"*

Addition for Keel below base line
for draught record...*2 1/4*.....inches.

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

31' - 6
1' - 10
32' - 7
4' - 5
28' - 12

Co-efficient of fineness..... $.4686$

Any modification necessary } $- .02$ } $(53")$
[Para. 4 (a) to (e)]* } 0.53

Co-efficient as corrected $.4486$ say $.74$

$\frac{101.12}{50.45} = 2.0048$
 $\frac{36.50 \times 18}{1.39} = 47.12$

CORRECTION FOR LENGTH.		
Length of Ship on Loadline.....	409.5	
Length in Table	378.0	
Difference	31.5	
Correction for 10ft., Table A.	1.6	Table C. .8
× Difference divided by 10	5.04	(if required.) 2.52
If $\frac{1}{10}$ ths length covered divide by 2	+ 5	+ 2½

Sheer { Stem.....120 } $196 \div 2 = 98$...Mean
at { Sternpost ...46 }

Sheer at $\frac{1}{8}$ of the length from { Stem 68.75 } $111.25 \div 2 = 55.625$...Mean
{ Sternpost 42.50 } $\div 55\% = 101.13$

Gradual mean Sheer $\frac{101.13 + 98}{2} = 99.56$

Standard mean Sheer [Table, Para. 18]50.95 Correction

Difference.....48.61 $\div 4 = 12.15$

§ If limited as Para. 18 (f) - 12.15

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ this length covered ~~47~~³¹~~27~~

Thickness of usual wood deck, less stringer ~~5~~³~~2~~ - 1 1/4" -

1-66

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

CORRECTION FOR ROUND OF BEAM.		NOTE. — The round of beam should be reported on the full breadth of vessel at the gunwale.
Breadth at Gunwale amidships.....	52'-8"	
Round of Beam.....	13½'	
Normal round.....	13' 8 1/4"	
Difference	8 1/4" ÷ 2 =	4' 1/2" ✓
Proportion of Deck uncovered (Para. 19)		52' ✓

¶ Fall in Sheer } $\div 2 =$
 Para. 18 (d) }
 Length uncovered Correction

Freeboard, Table A	8-0 ¹ / ₂
Correction for Sheer	- 1-0 ¹ / ₄
	<hr/> 4-0 ¹ / ₂
	+ 5-
Correction for Length	<hr/> 4-5 ¹ / ₄
	- 8 ¹ / ₄
Allowance for Deck Erections	<hr/> 6-9

ALLOWANCE FOR DECK ERECTIONS :—	
Freeboard, Table C.....	4' 11"
Correction for Length, if required (Para. 12, 13 , and 14)	+ 2½"
	<hr/> 5 - 11½"
Freeboard by Table A. corrected for sheer, and for length, {	7 - 5 1/2"
if required (Para. 12, 13 , and 14) }	<hr/> 2 - 3 3/4"
Difference	
Percentage as below.....	12% 30.09 89
	<hr/> 8.346
$\frac{30.09 \times 24.45}{100} =$	

Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any).....	✓
Correction for Steel Deck (if required)	<div style="text-align: right;"> $\begin{array}{r} -1\frac{3}{4} \\ \hline 6-7\frac{1}{4} \end{array}$ </div>
Additions for non-compliance with provisions of } Para. 11 (d) and (e) ‡ }	✓
Other Corrections (if any)	✓

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	
Allowance for Deck Erections	— 8 $\frac{1}{4}$

Winter Freeboard	(5 $\frac{3}{4}$)	6	7 $\frac{1}{4}$
Summer Freeboard	(5 $\frac{3}{4}$)	6	11 $\frac{1}{2}$
Indian Summer Freeboard	(5 $\frac{3}{4}$)	5	7 $\frac{1}{4}$
N. A. Winter Freeboard			

	Length.	Length allowed.	Height.
Forecastle.....	44'-0" + 3' wing/houses	45.00.04	8-0
Bridge House.....	110'-0" + 5'-6" overhang aft	114.10.02	8-0
+ Raised Q. Dk.....			
Poop.....	33-6 + 3' wing/houses	34.50.59	8-0.
Total		193.80.75	47.31
Length of Ship		409.50	47.12.4
Corresponding percentage {			
(Para. 11, 12, 13, or 14) }	30.00.12%		

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. $\left. \begin{array}{l} \\ \\ \end{array} \right\} + \frac{3}{24}$

Winter Freeboard from deck line	6' 9"
Summer " " " "	6' 3 1/4"
Indian Summer " " " "	5' 9 1/2"
N. A. Winter " " " "	6' 0"

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

20 JAN 1928

Fresh Water Line	above	centre of Disc	
Indian Summer Line	"	"	"
Winter Line	below	"	"
Winter North Atlantic Line	"	"	"

MARKING FORM
21 JAN 1928
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11. If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

12. In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.

13. 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.

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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the vessel's draft at time of
ed.

W459-0160

$$\frac{12220}{40842} = 7.4$$

To what height in the Poop? *yes* Raised Quarter Deck? *—* Bridge House? *yes* Forecastle? *yes*
 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 *Storm boards full depth in riveted channels*
 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? *.40* and Coaming plate? *.44*
 Give scantlings and spacing of the Stiffeners *9 x 3 1/2 x 40 B Angles sp 30"*
 Are bracket plates fitted at each end of the Stiffeners? *lugged* 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 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? *Covered by a bridge and casings above same*
 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? *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 31-6 x 20-0	No 2 44-33-0 x 20-0	No 3 24-9 x 18-0 on bridge	No 4 33-0 x 20-0	No 5 33-0 x 20-0
Item.	Ship.	Rule.	Ship.	Rule.	Ship.
Height above top of DECK	4'-3"		4'-3"		3'-11"
COAMING. Sides.....	.44	1/2"	.44	1/2"	.44
Thickness Ends.....	.44		.44		.44
SHIFTING BEAMS OR WEB PLATES.					
Number.....	5		5		5
Section and Scantlings.....	19 x 36 as app	19 x 34 as app	19 x 36 as app	19 x 37 as app	19 x 37 as app
Material.....	4 x 3 x 44 Steel	4 x 3 x 44 Steel	4 x 3 x 44 Steel	4 x 3 x 44 Steel	4 x 3 x 44 Steel
* FORE AND AFTERS.					
Number.....		No			
Section and Scantlings.....		Fore and afters			
Material.....					
HATCHES Thickness.....	3"	as app	3"	as app	3"
Remarks.....	good	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?

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. }

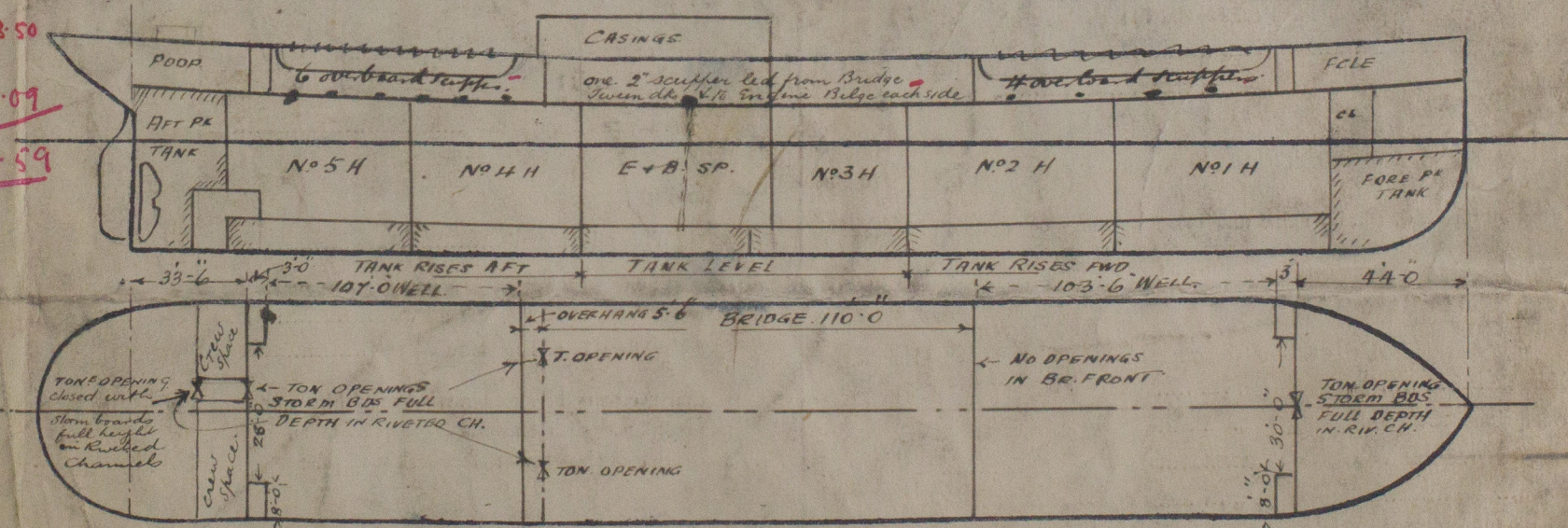
Length of Bulwarks in well *Fore 103-6 aft 104-0*

Area of Freeing Ports required by Para. 11 (c) each side of vessel = *42-90* Sq. ft.

Ft. Tenth. Ft. Tenth. No. *Fore 20-70 21-40*
26-99 30-37
 Freeing Ports (each side of vessel) = *57-67* Sq. ft.

Total deficiency or excess = *6-29 8-97* Sq. ft.

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 *none.*

Builder's name and yard number *Messrs Short Bros. Ltd Yard No 428.*

Names of sister vessels *none*

Owners *R. Chapman & Son*

Address *Newcastle on Tyne.*

Fee £ *10 1 8*

Received by me *See F.B. Report.*

Will be charged on completion

Despt at Load draft *12-220 tons*
 Tons per inch *41-2 tons*
 Request form attached

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