

**Lloyd's Register of Shipping.**  
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

*Index No.* \_\_\_\_\_  
(For London Office only.)

N<sup>o</sup>. 30277

~~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

Name of Surveyor

Ship's Name. Susan Hamilton & Wigham R. Co.  
Yard No. 1449  
Number in Register Book \_\_\_\_\_

Port of Registry  
and Nationality.Official  
Number.

Gross  
Tonnage.

Date of Build.

### Particulars of Classification.

Class contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	293.87	43.08	18.73	1915
Length on LOADLINE.	290.0	Frame Depth 8 Rule " $\frac{5}{8}$ $2 \times \frac{2}{8}$ $= .42$ Spar ceiling fitted	No Ceiling + .20 Sheer + .66	Peak } Tanks } Line
CORRECTED DIMENSIONS.	290.0	42.66	19.59	1915

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

Addition for Keel below base line  
for draught record.....1 <sup>3</sup>/<sub>4</sub> inches.

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

$$\begin{array}{r} 20-10 \\ 10\% \\ \hline 21-8\frac{1}{2} \\ 2-11\frac{1}{2} \\ \hline 18-9 \end{array}$$

### CORRECTION FOR LENGTH

Length of Ship on Loadline..... 290 ✓  
 Length in Table ..... 250 ✓  
 Difference ..... 40 ✓  
 Correction for 10ft., Table A. .... 1.2 ✓ Table C.  
 × Difference divided by 10 ..... 4.8 ✓ (if required.)  
 If  $\frac{6}{10}$ ths length covered divide by 2 ✓  
 + 4  $\frac{3}{4}$  ✓

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered ..... ~~59.35~~ .406  
Thickness of usual wood deck, less stringer .....  $3\frac{1}{2}$

## CORRECTION FOR ROUND OF BEAM

Breadth at Gunwale amidships.....	42.6	rou sho ed bro at
Round of Beam .....	10.5	
Normal round.....	10.65	
Difference .....	.15	
	$\div 2 =$	.075
Proportion of Deck uncovered (Para. 19) .....	59.35	

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

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

Shear { Stem..... 84 } 126 ÷ 2 = 63 ...Mean  
at { Sternpost ... 42 }

Shear at  $\frac{1}{2}$  of the length from { Stem 46.2 } 69.3 ÷ 2 = 34.65 ...Mean  
{ Sternpost 23.1 } ÷ .55 = 63

Gradual mean Sheer ..... 63

Standard mean Sheer [Table, Para. 18] ..... 39

Difference..... 24

Correction ÷ 4 = 6

§ If limited as Para. 18 (f) .....

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

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....  
Correction for Length, if required (Para. 12, ~~13~~, and 14) .....  
Freeboard by Table A, corrected for sheer, and for length, }  
if required (Para. 12, ~~13~~, and 14) }  
Difference .....  
Percentage as below.....

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

Allowance for Deck Erections .....

	Length.	Length allowed.	Height.
Forecastle.....	23.37	23.37	7-6
Bridge House .....	66.0 + 2'-6" <i>anyway</i>	67.87	7-6
† Raised Qr. Dk.....			
Poop.....	26.62	26.62	7-6
Total .....		<u>117.86</u>	
Length of Ship .....		290.0	= .4065
Corresponding percentage {	25.45%		
(Para. 11, 12, 13, or 14)			

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

Fresh Water Line                      above centre of Disc

Indian Summer Line                      "        "        "

Winter Line	below	"	"	"
-------------	-------	---	---	---

Winter North Atlantic Line

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 ships 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 mainmast 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.

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.

Winter Freeboard from deck line	3 - <del>4</del> <sup>1</sup> / <sub>2</sub>	5 <sup>1</sup> / <sub>2</sub>
Summer " " " "	3 - <del>1</del> <sup>1</sup> / <sub>2</sub>	2 <sup>1</sup> / <sub>2</sub>
Indian Summer " " " "	3 - <del>10</del> <sup>1</sup> / <sub>2</sub>	11 <sup>1</sup> / <sub>2</sub>
N. A. Winter " " " "	3 - <del>6</del> <sup>1</sup> / <sub>2</sub>	7 <sup>1</sup> / <sub>2</sub>

† 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.



Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle?  
To what height do the Reverse Frames extend?  
Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?  
Give particulars of the means for closing the openings in Bulkhead  
Is the Poop or Raised Quarter Deck 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, Raised Quarter Deck, 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:—

Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
COAMING.	Height above top of DECK																
	Thickness																
	Sides.....																
	Ends.....																
SHIFTING BEAMS OR WEB PLATES.	Number .....																
	Section and Scantlings .....																
	Material .....																
* FORE AND AFTERS.	Number .....																
	Section and Scantlings .....																
	Material .....																
HATCHES Thickness .....																	
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 Rules.

What is the thickness of the Bridge Sheerstrake? Strake between Main and Bridge Sheerstrakes?

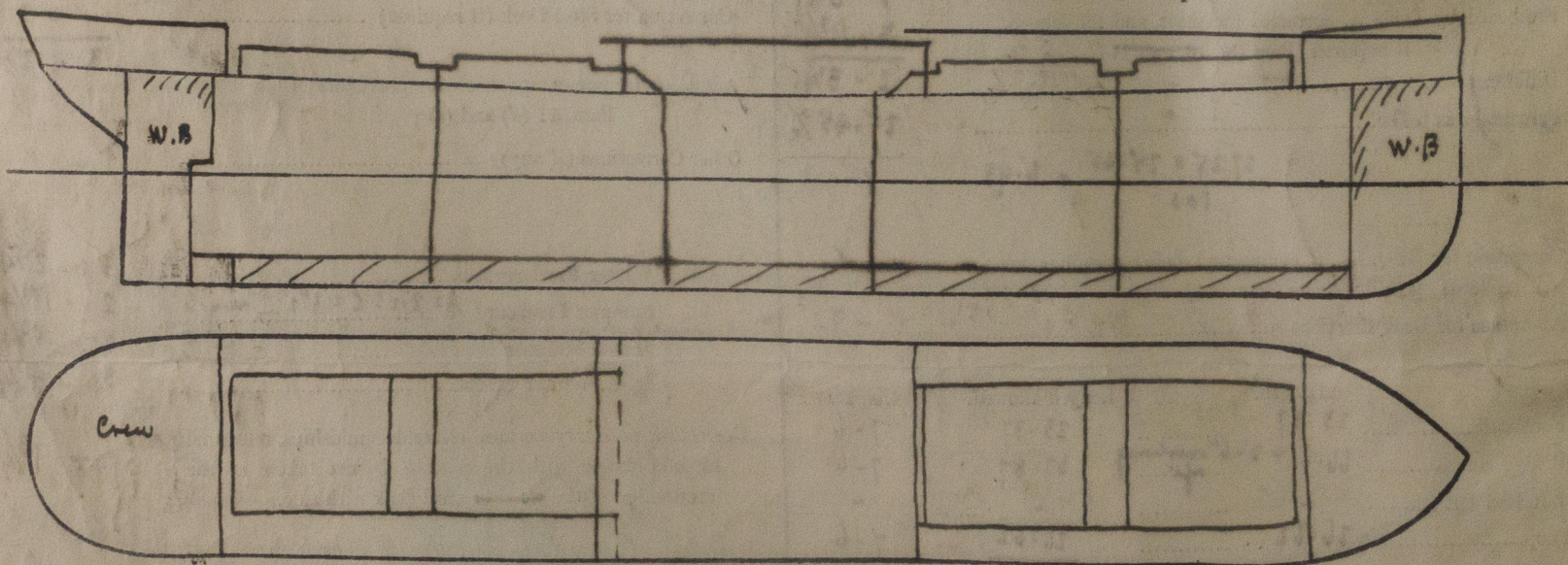
Delete the words } The Crew are, are not, berthed in the bridge house.  
that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.		
	x		x		Freeing Ports (each side of vessel)	= Sq. ft.
	x		x			

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

Self Running Collin.

Builder's name and yard number Messrs Swan Hunter & Wigham Richardson Ltd. Yard No 1449

Names of sister vessels

Owners

British.

Address

Fee £

Received by me

Will be charged on completion

Section & profile plans approved.  
Copies in the London Office.



Lloyd's Register  
Foundation