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SAT. 6 FEB 1904

Rpt. 11b.

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

SURVEYS FOR FREEBOARD.

No. 21490

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 Glasgow
Date of Survey February 5th 1904
Name of Surveyor Stanley Rowntree

Leaving

Ship's Name. <u>John Stewart & Sons No 36</u>	Gross Tonnage. <u>400</u>	Official Number. <u>119113</u>	Type of Ship. <u>Steel S.S. R.Q.D. Well deck</u>	Date of Build. <u>1904</u>	Particulars of Classification. <u>100A.I. Contemplated.</u>
Number in Register Book					

Registered Length <u>144.4</u>	Breadth <u>26.12</u>	Depth <u>10.9</u>
Length on Loadline <u>141.5</u>	Breadth <u>26.12</u>	
<u>3696.</u>		
Depth <u>11.11</u>	Tons und. Dk. <u>293 including</u>	
	<u>41062.</u>	<u>peaks</u>
		<u>129300</u> (<u>1/143</u>)
Co-efficient of fineness <u>42.713</u>	Any modification necessary [Para. 4 (a) to (e)] <u>Butt angle frames</u>	
Co-efficient as corrected <u>42.71</u>	<u>Deep floors</u>	

Moulded Depth as measured.....	<u>12.5</u>
CORRECTION FOR LENGTH:—	
Length of Ship on load line.....	<u>141.5</u>
Length in Table	<u>144.0</u>
Difference*	<u>2.5</u>
Correction for 10ft., Table A.	<u>.9</u> Table C.
× Difference* divided by 10	<u>.495</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 } for vessels coming under para. 11 }	<u>.247</u> = <u>1/4</u> ✓

CORRECTION FOR IRON DECK:—	
Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>4/10</u>
Thickness of usual wood deck, less stringer.....	<u>2 1/2</u>

Sheer at Stem... <u>45</u>	} <u>42</u> ÷ 2 = <u>21</u> ... Mean
at Sternpost... <u>27</u>	
Sheer at $\frac{1}{2}$ of the length from Stem	} <u>20.25</u> mean
Sternpost <u>25.5</u>	
Standard Sheer (Table, Para. 16).....	<u>21.15</u> Correction
Difference.....	<u>11.9</u> ÷ 4 = <u>-3</u>

CORRECTION FOR ROUND OF BEAM:—	
Round of Beam.....	<u>4</u>
Normal round	<u>6 1/2</u>
Difference	<u>2 1/2</u> ÷ 2 = <u>1 1/4</u>
Proportion of Deck uncovered (Para. 17)	<u>1/4</u>

Rise in Sheer from amidships [Para. 16 (e)]	At front of bridge house..... <u>5</u>
	At after end of forecastle <u>18</u>

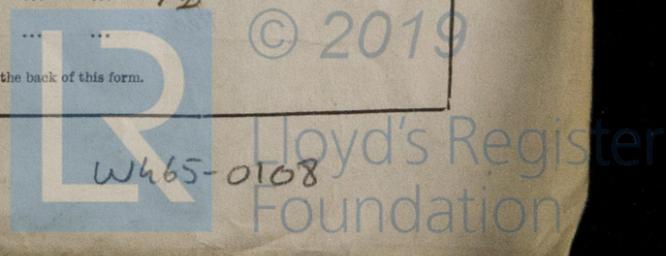
ALLOWANCE FOR DECK ERECTIONS:—	
Freeboard, Table C.....	<u>9 1/2</u>
Correction for Length, if required (Para. 12 and 13)	
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13)	<u>10 1/2</u>
Difference	<u>1.6</u>
Percentage as below.....	<u>64.68%</u>

Freeboard, Table A	<u>1.9 1/4</u>
Correction for Sheer	<u>-3</u>
Correction for Length	<u>1.6 1/4</u>
Allowance for Deck Erections	<u>-6</u>
Correction for Round of Beam.....	<u>1.0 1/2</u>
Correction for Iron Deck (if required)	<u>-2 1/2</u>
Additions for non-compliance with provisions of Para. 11 (e) and (f) †	<u>9 1/2</u>
Other corrections (if any).....	<u>8 1/2</u>
Winter Freeboard	<u>9 1/2</u>
Summer Freeboard	<u>8 1/2</u>
N. A. Winter Freeboard	<u>1</u>
Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the deck with side.	<u>1</u>
Winter Freeboard from deck line ‡	<u>10 1/2</u>
Summer " " " "	<u>9 1/2</u>
N. A. Winter, " " " "	<u>1</u>

Correction of R. Q. Dk. less than 4ft. high, or if engine and boiler openings not covered by bridge house	<u>Efficient high Casings</u>	
*Allowance for Deck Erections		
Length.	Length allowed.	Height.
Forecastle..... <u>26.0</u>	<u>22.0</u> <u>21.85</u>	<u>6.6</u>
Bridge House	<u>8.45</u>	<u>4.0</u>
Raised Qr. Dk.....	<u>40.5</u>	<u>4.4</u>
Poop.....		
Total	<u>101.25</u>	<u>101.25</u> = <u>.714</u>
Length of Ship	<u>141.5</u>	
Corresponding percentage (Para. 11, 12, or 13) }	<u>64.68</u>	

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line:—	
Fresh Water Line above centre of Disc	<u>0" 9"</u>
Indian Summer Line " " "	<u>3"</u>
Winter Line below " " "	<u>1 1/2"</u>
Winter North Atlantic Line " " "	<u>1 1/2"</u>

* Particulars should be stated on the back of this Form as to the character of the Erections, and whether closed in or not.
 † State dimensions of freeing port area on the back of this form.
 ‡ Marked in accordance with Sec. 25, 76.



ERASE WORDS WHICH DO NOT APPLY.

The Crew *are, are not*, berthed in the bridge house.

The arrangements to enable them to get backwards and forwards from their quarters *are, are not*, satisfactory.

} vessel under 150ft

Length of Bulwarks in well $\times 2 \div 35.58$ = Sq. Ft. *20.05*
Freeing Ports

Ft. Tenth.	\times	Ft. Tenth.	\times	No.	} <i>13.1</i>	= Sq. Ft. <i>26.2</i>
<i>2.5</i>		<i>1.45</i>		<i>3</i>		
<i>2.5</i>		<i>1.45</i>		<i>3</i>	} <i>13.1</i>	

Total deficiency = Sq. Ft.

Total excess = *5.75 6*

CHARACTER OF DECK ERECTIONS.

Do all the Frames extend to the top height in the Poop? *✓*

Do. do. do. do. Raised Quarter Deck? *yes*

Do. do. do. do. Bridge House? *yes*

Do. do. do. do. Forecastle? *yes*

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

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at its fore end? *no*

State whether the Bridge House efficiently covers the Engine and Boiler Openings *Covered by R.R. high casing*

Has the Bridge House an efficient Iron Bulkhead at the fore end? *yes*

Are efficient Doors fitted to the Passage Ways? *no passage ways*

Describe how and to what extent it is Stiffened, by angle Irons, Bulb Plates, or otherwise *6 x 3 x 1/2 Bulb angles*

Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*

Are efficient Doors fitted to the Passage Ways? *no passage ways*

Are efficient Iron Doors fitted to the Passages of the Bridge House, or is it entered from above? *from above*

Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? *open*

Are the Hatchways efficiently constructed? *yes* State the height of the Coamings *30"*

Are the Hatches solid? *✓* What is their thickness? *2 1/2"*

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

State any special features in the construction of the Vessel *Higher floors than rule*

Owners *William Robertson*

Address

Fee £

Received by me



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