

2792

Verification Report.

FRI. MAY. 10. 1912

No 31419

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS ~~EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS 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 *Glasgow*
Date of Survey *8th May 1912*
Name of Surveyor *George Nicol*

Ship's Name. *S. S. Benefactor*
Port of Registry and Nationality. *Liverpool British*
Official Number. *131439*
Gross Tonnage. *551*
Date of Build. *1912*
Particulars of Classification. *+ 100. A. 1. (Class contemplated)*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>410.7</i>	<i>52.25</i>	<i>30.2</i>	<i>5029.53</i>
Length on DLINE.	<i>409.75</i>	Frame Depth <i>9</i> Rule <i>6</i> <i>Both ends 3</i>	Ceiling <i>fitted</i> Sheer <i>1.48</i>	Peak Tanks
ED NS.	<i>409.75</i>	<i>51.75</i>	<i>31.69</i>	<i>5029.53</i>

of fineness.....
ation necessary
(a) to (e)*
as corrected

$$\frac{5029.53 \times 100}{409.75 \times 51.75 \times 31.69} = .75$$

Rising tank, no correction
.75

121 } 197 ÷ 2 = 98.5 Mean *36* *104.54*
76 } *50.97*
1.49

the length from Stem *71.5*
Sternpost *43.5* ÷ 2 = *57.5* Mean
104.54 + 98.5 = 107.52
50.97
in Sheer [Table, Para. 18]
Difference.....
s Para. 18 (f).....
12.64

At front of bridge house.....
At after end of forecastle

÷ 2 =

Correction

ALLOWANCE FOR DECK ERECTIONS:—

Table C.....	<i>5.5</i>
Length, if required (Para. 12, 13, and 14)	<i>+ 1 1/2</i>
Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<i>7.8 3/4</i>
low.....	<i>2.2 3/4</i>
	<i>35.52</i>
	<i>9.36</i>

Q. Dk. if engine and boiler openings not
bridge house (Para. 11)
ek Erections

Length.	Length allowed.	Height.
<i>34'-5"</i>	<i>34.41</i>	<i>7'-11"</i>
<i>138'-8"</i>	<i>136.07</i>	<i>7'-11"</i>
<i>52'-11"</i>	<i>52.49</i>	<i>7'-11"</i>
	<i>222.97</i>	<i>5441</i>
	<i>409.75</i>	

Percentage {
(or 14) } *35.52%*

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

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

Moulded Depth as measured..... *32'-7"*

$$\frac{33-11}{3-8 1/2} = 30-2 1/2$$

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<i>409.75</i>
Length in Table	<i>391.00</i>
Difference	<i>18.75</i>
Correction for 10ft., Table A.	<i>1.6</i>
× Difference divided by 10	<i>+ 3</i> (if required.)
If 10ths length covered divide by 2	<i>3.0</i>

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered	<i>.544</i>
Thickness of usual wood deck, less stringer	<i>3 1/2</i>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<i>52'-0"</i>
Round of Beam	<i>16"</i>
Normal round.....	<i>13</i>
Difference	<i>3</i> ÷ 2 = <i>1 1/2</i>
Proportion of Deck uncovered (Para. 19)	<i>4.56</i>

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

Freeboard, Table A	<i>8'-6 1/2"</i>
Correction for Sheer	<i>- 1'-0 3/4"</i>
Correction for Length	<i>+ 3</i>
Allowance for Deck Erections	<i>9 1/4</i>
Correction for Round of Beam.....	<i>- 3 1/4</i>
Correction for fall in Sheer (if any).....	
Correction for Iron Deck (if required)	<i>- 2 3/4</i>
Additions for non-compliance with provisions of Para. 11 (d) and (e) ‡	
Other Corrections (if any)	

Winter Freeboard	<i>6'-8 3/4"</i>
Summer Freeboard	<i>6'-2 3/4"</i>
Indian Summer Freeboard	<i>5'-8 3/4"</i>
N. A. Winter Freeboard	

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side.

Winter Freeboard from deck line	<i>6'-10 3/4"</i>
Summer " " "	<i>6'-4 3/4"</i>
Indian Summer " " "	<i>5'-10 3/4"</i>
N. A. Winter " " "	

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.

MARKING REPORT
RECEIVED 16 May 1912

© 2019

Lloyd's Register
Foundation
P.T.O.

W485-0094

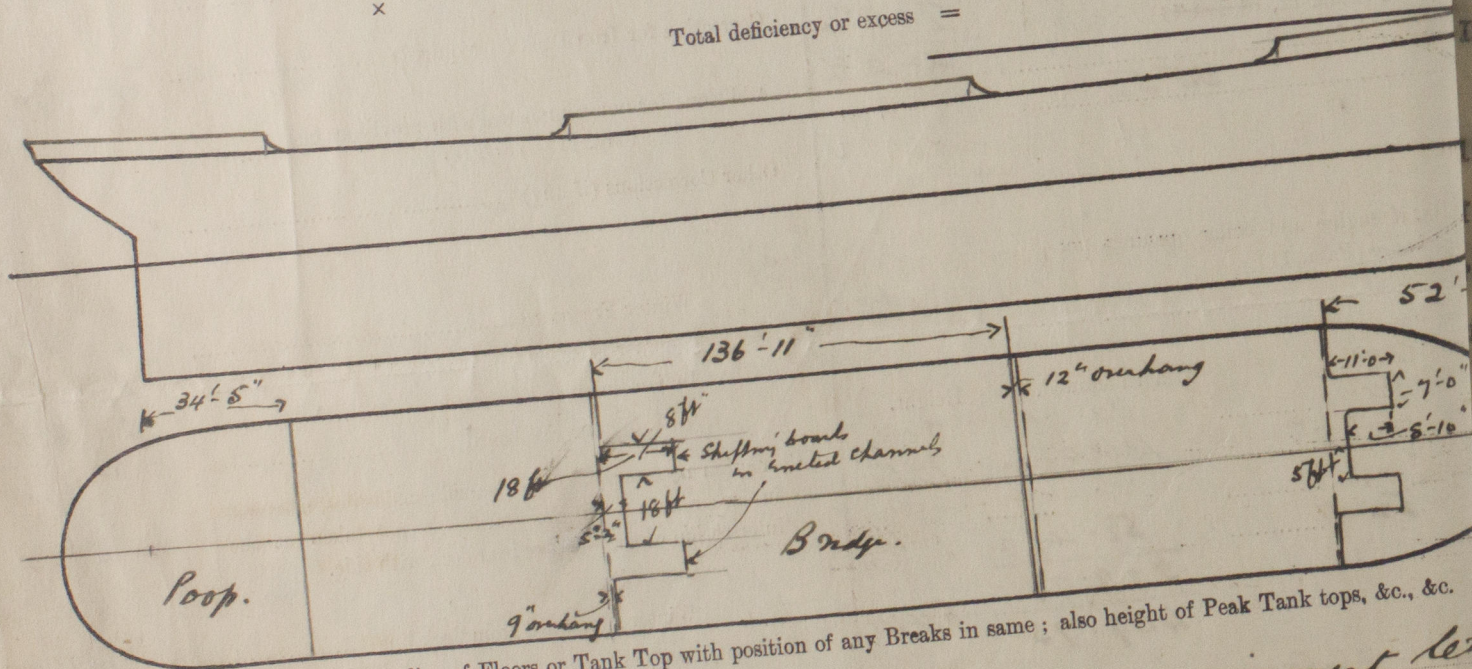
Do all the Frames extend to the top height in the Poop? *yes*
 To what height do the Reverse Frames extend? *all to upper deck and alternately to fore-castle in*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *yes*
 Give particulars of the means for closing the openings in Bulkhead *Shifting boards in riveted channels*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *no*
 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 *8" x 3 1/2" x .66" bulk angles, 30" apart*
 Are bracket plates fitted at each end of the Stiffeners? *yes*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*
 How are the openings closed? *Shifting boards in riveted channels*
 Is the Fore-castle at least as high as the main or top-gallant rail? *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 bridge deck*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *yes*
 Give thickness of plating, scantlings and spacing of Stiffeners
 Are suitable means provided for closing all openings in them in bad weather? *yes*
 What is the height of the exposed Casings?

Position and Size.		N° 1, 14' 10 1/2" x 16' 0"		N° 2, 28' 8 1/2" x 16' 0"		N° 3, 35' 4" x 17' 0"		N° 4, 22' 8" x 17' 0"		Ship.	Rule.	Ship.
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.			
COAMING	Height above top of DECK	30"	30"	30"	30"	30"	30"	30"	30"			
	Thickness	.60	.44	.60	.50	.60	.50	.60	.50			
	Sides	.50	.40	.50								
	Ends											
SHIFTING BEAMS OR WEB PLATES	Number	Three	Three	Five	Five	Five	Five	Four	Four			
	Section and Scantlings	On 19 x 34 Sides, 14 x 34 Ends, 4 angles 3 x 3 1/2	On 19 x 34 Sides, 14 x 34 Ends, 4 angles 3 x 3 1/2	C. 19 x 34 S. 14 x 34 A. 3 x 3 1/2	C. 19 x 34 S. 14 x 34 A. 3 x 3 1/2	C. 21 1/2 x 34 S. 16 x 34 A. 4 x 3 1/2	C. 21 1/2 x 34 S. 16 x 34 A. 4 x 3 1/2	C. 19 x 34 S. 14 x 34 A. 4 x 3 1/2	C. 19 x 34 S. 14 x 34 A. 4 x 3 1/2			
	Material	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel			
* FORE AND AFTERS	Number	None	None	None	None	None	None	None	None			
	Section and Scantlings											
	Material											
	HATCHES Thickness	3"	3"	3"	3"	3"	3"	3"	3"			
Remarks		Pine	Pine	Pine	Pine	Pine	Pine	Pine	Pine			

* 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.)

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 tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)
 What is the thickness of the Bridge Sheerstrake?
 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 =
 Ft. Tenths. Ft. Tenths. No. } Freeing Ports =
 (each side of vessel)
 Total deficiency or excess =



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. See provisional assignment let
 Request from 9. is enclosed herewith, and the approved
 midship section and profile are sent for reference

Owners
 Address
 Fee £
 Received by me