

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.

CARDIFF No. 25441

SAT. 21 JAN 1905 15376

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 Cardiff
Date of Survey Jan 19 05
Name of Surveyor W. J. Hollings

Delete words which do not apply.

Ship's Name. <u>S.S. Corby</u>	Gross Tonnage. <u>3496</u>	Official Number. <u>115220</u>	Type of Ship. <u>2 10th and</u>	Date of Build. <u>1901-10</u>	Particulars of Classification. <u>100 A 1 spar etc.</u>
Number in Register Book <u>1363</u>					

Registered Length as shown by ship's register. } 331. Breadth 48.0 Depth 17.0
 Length on Loadline 330.61
 Breadth 48

deep framing
 Moulded Depth as measured..... 27.4

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

Depth..... 25 Tons Swag
 und. Dk. 3279.48
 × 100

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>330.61</u>
Length in Table	<u>328</u>
Difference	<u>2.61</u>
Correction for 10ft., Table A.	<u>1.4</u>
× Difference divided by 10	<u>.261</u>
If $\frac{1}{10}$ ths length covered and Poop or RQD is connected to Bridge divide by 2 for vessels coming under para. 11	<u>+ 1/4</u>

Co-efficient of fineness83
 Any modification necessary } Cecl WB + deep framing
 [Para. 4 (a) to (e) *]
 Co-efficient as corrected82

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>.444</u>
Thickness of usual wood deck, less stringer.....	<u>3 1/2</u>
	<u>- 1 1/2</u>

Sheer { Stem... 95.5 } 134.75 ÷ 2 = 67.37 ... Mean
 at { Sternpost... 39.25 }
 Sheer at $\frac{1}{2}$ of the length from { Stem 57.5 } 78.5 ÷ 2 = 39.25 ... Mean
 { Sternpost 21.0 }

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>45.6</u>
Round of Beam.....	<u>11"</u>
Normal round	<u>11 1/2</u>
Difference	<u>1/2 ÷ 2 = 1/4</u>
Proportion of Deck uncovered (Para. 17)	

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

Gradual Sheer 74.36
 Standard Sheer (Table, Para. 16)..... 43.06 Correction
 Difference..... 24.31 ÷ 4 = -6

Rise in Sheer { At front of bridge house.....
 from amidships }
 [Para. 16 (e)] { At after end of forecastle

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>3.6 3/4</u>	<u>4 - 2 1/4</u>
Correction for Length, if required (Para. 12 and 13)		<u>+ 1/4</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13)	<u>3.7</u>	<u>4.3</u>
Difference	<u>2.7 1/2</u>	<u>1.11 1/2</u>
Percentage as below.....	<u>28.08</u>	<u>36%</u>

Freeboard, Table A	<u>6.8 1/4</u>
Correction for Sheer	<u>-6</u>
Correction for Length	<u>6.2 1/4</u>
Allowance for Deck Erections	<u>+ 1/4</u>
Correction for Round of Beam.....	<u>6.2 1/2</u>
Correction for Iron Deck (if required)	<u>- 8 1/2</u>
Additions for non-compliance with provisions of } Para. 11 (e) and (f) }	<u>5.6</u>
Other corrections (if any).....	<u>- 1 1/2</u>
	<u>5.4 1/2</u>

Correction for R. Q. Dk. less than 4ft. high, or if engine and boiler openings not covered by bridge house }
 Allowance for Deck Erections

Length.	Length allowed.	Height.
Forecastle..... <u>30.0</u>	<u>30</u>	<u>7.0</u>
Bridge House <u>90.0</u>	<u>90</u>	<u>7.0</u>
↑ Raised Qr. Dk.....		
Poop..... <u>27.0</u>	<u>27</u>	<u>6.8</u>
Total	<u>147</u>	
Length of Ship	<u>330.61</u>	<u>-444</u>

Winter Freeboard	<u>5.4 1/2</u>
Summer Freeboard	<u>5.0</u>
N.A. Winter Freeboard	
Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side. }	<u>2</u>
Winter Freeboard from deck line §	<u>5.6 1/2</u>
Summer " " " "	<u>5.2</u>
N.A. Winter, " " " "	

Corresponding percentage } 36%
 (Para. 12, or 13.)

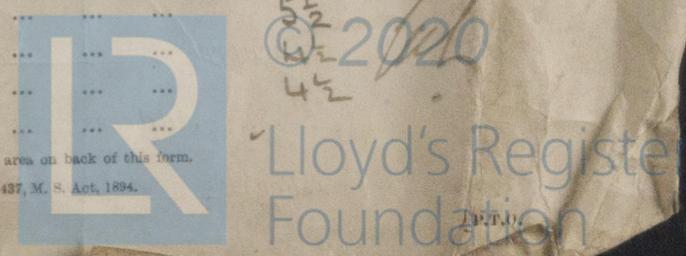
FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

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

5.2
 5.2
 4.2

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

‡ State dimensions of freeing port area on back of this form.
 § Marked in accordance with Sec. 437, M. S. Act, 1894.



MS25-0290

DELETE 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.

Length of Bulwarks in well

Area of freeing ports required by Para. 11 (f) each side of vessel

Sq. Ft.

Freeing Ports (each side of vessel)

Ft. Tenths. Ft. Tenths. No.

x x
x x

=

Sq. Ft.

Total deficiency =

Sq. Ft.

Total excess =

"

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop? _____

Do. do. do. in the Raised Quarter Deck? _____

Do. do. do. Bridge House? _____

Do. do. do. Forecastle? _____

To what height do the Reverse Frames extend? Deep Z framing

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 iron doors, bolted, dk cable.

Is the Poop or raised Quarter Deck connected with the Bridge House? no

State whether the Bridge House efficiently covers the Engine and Boiler Openings yes

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

Give particulars of the means for closing the openings in Bulkhead iron doors, hinged, dk to dk.

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb

Plates, etc. Bulb angles 9 1/2" deep @ 2'-6" apart, bracketed top, bottom.

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

How are the openings closed? with storm boards, dk to deck.

Is the forecastle at least as high as the main or top-gallant rail? yes.

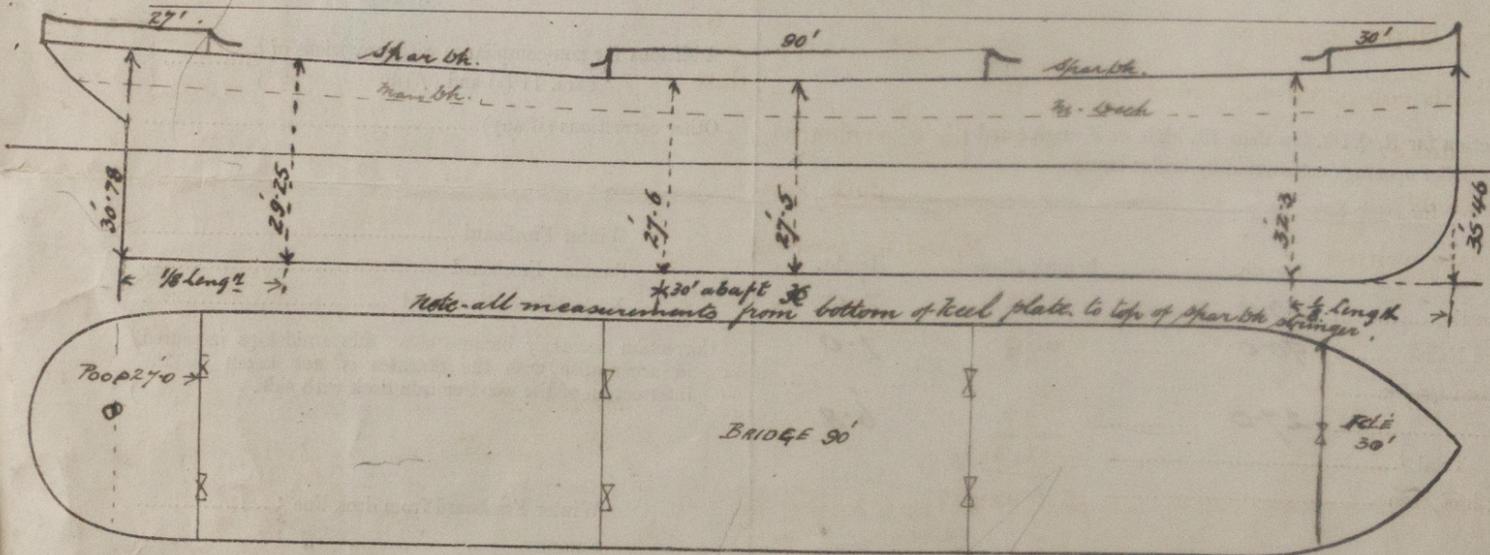
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? yes

Are the Hatchways efficiently constructed? yes What is the thickness of the Hatches? 3"

State the height of the Coamings in fore well? 30" In after well 30"

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

State any special features in the construction of the Vessel Vessel classed Open Deck but scantlings equivalent to 1895 Rules for 3rd vessel.



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, etc.

Owners R. Nicholson & Sons

Address South Castle Street, Liverpool

Fee £ ✓ : ✓ : ✓ Received by me [Signature]



Lloyd's Register Foundation

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