

Lloyd's Register of Shipping.

FRI SEP 28 1917.

48.62

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 *London*
Date of Survey *Building 21st Sept. 1917*
Name of Surveyor *S. K. Kendall*

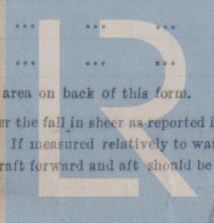
Ship's Name.		Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>"VILLE D'ARRAS"</i>		<i>Amre</i>			<i>1917</i>	<i>100 A1. "Contemplated"</i>
Number in Register Book		<i>French</i>				
Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.		
	<i>350.4</i>	<i>51.2</i>	<i>25.8</i>	<i>3759.16</i>	Moulded Depth as measured..... <i>28.4</i>	
Length on LOADLINE.	<i>350.0</i>	Frame Depth / Rule	Ceiling + .20 Sheer + .49	Peak } included Tanks }	Addition for Keel below base line for draught record..... <i>2</i> inches.	
CORRECTED DIMENSIONS.	<i>350.0</i>	<i>50.53</i>	<i>26.3</i>	<i>3759.16</i>		
Co-efficient of fineness..... <i>.80</i> ✓						
Any modification necessary [Para. 4 (a) to (e)]* <i>.02</i> <i>Call D.B.</i>						
Co-efficient as corrected <i>.78</i> ✓						
Sheer { Stem..... <i>84</i> } <i>126 ÷ 2 = 63</i> ...Mean at { Sternpost ... <i>42</i> }						
Sheer at $\frac{1}{2}$ of the length from { Stem <i>46</i> } <i>69 ÷ 2 = 34.5</i> ...Mean Sternpost <i>23</i> }						
Gradual mean Sheer <i>62.72 = 62.72</i> normal						
Standard mean Sheer [Table, Para. 18] <i>45.00</i> Correction						
Difference..... <i>17.72 ÷ 4 = -4.5</i>						
§ If limited as Para. 18 (f).....						
Rise in Sheer { At front of bridge house..... ✓ from amidships { At after end of forecastle ✓ [Para. 18 (e)] }						
¶ Fall in Sheer { Para. 18 (d) } ✓ ÷ 2 =						
Length uncovered Correction						
ALLOWANCE FOR DECK ERECTIONS :—						
Freeboard, Table C..... <i>3'-9 1/2"</i>						
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) } <i>6'-6 3/4"</i>						
Difference <i>2'-9 1/2"</i>						
Percentage as below..... <i>57.2</i>						
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }						
Allowance for Deck Erections <i>1'-4"</i>						
Length. Length allowed. Height.						
Forecastle..... <i>33.4</i> <i>33.4</i> <i>7.5</i>						
Bridge House <i>204.7</i> <i>204.7</i> <i>8.0</i>						
† Raised Qr. Dk.....						
Poop..... <i>32.3</i> <i>32.3</i> <i>7.5</i>						
Total <i>370.4</i> <i>1772</i>						
Length of Ship <i>350.0</i>						
Corresponding percentage { (Para. 11, 12, 13, or 14) } <i>57.2%</i>						
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 " " " "						
Winter Freeboard <i>4'-9"</i> <i>56.87</i>						
Summer Freeboard <i>4'-3 3/4"</i>						
Indian Summer Freeboard <i>3'-10 1/2"</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. <i>nil.</i>						
Winter Freeboard from deck line <i>4'-9"</i>						
Summer " " " " <i>4'-3 3/4"</i>						
Indian Summer " " " " <i>3'-10 1/2"</i>						
N. A. Winter " " " "						

o 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 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 amidship beam.
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one eighth of the vessel's length from stem and sternpost.

In 5, 17, T.

† 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.



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Do all the Frames extend to the top height in the Poop? *Yes.* Raised Quarter Deck? *✓* Bridge House? *Yes* Forecastle? *Yes.*
 To what height do the Reverse Frames extend? *Bulk Angle frames.*
 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 *Strong Iron Doors.*
 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 *Bolted plates, bolts spaced about 5"*
 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 - 12 Bulk Angles spaced 30" apart.*
 Are bracket plates fitted at each end of the Stiffeners? *Yes.* 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? *Weather boards full height in permanent 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? *Yes.*
 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:— *Yes.*

Position and Size.		NB1 Poop 24'0" x 18'0"		NB2 25'0" x 18'0"		NB3 25'0" x 18'0"		NB4 33'0" x 18'0"		Bunker 12'0" x 18'0"	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	30"	24"	30"	24"	30"	18"	30"	24"	30"	18"
	Sides.....	.50		.50		.50		.56		.44	
	Ends.....	.44		.44		.44		.44		.44	
SHIFTING BEAMS OR WEB PLATES.	Number.....	Three webs		Three webs		Three webs		Five webs		One web	
	Section and Scantlings.....	10 x 36		15 x 34		15 x 34		17 x 36		15 x 34	
	Material.....	Steel		Steel		Steel		Steel		Steel	
* FORE AND AFTERS.	Number.....	none		none		none		none		none	
	Section and Scantlings.....										
	Material.....										
HATCHES Thickness.....		3"		3"		3"		3"		3"	
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)

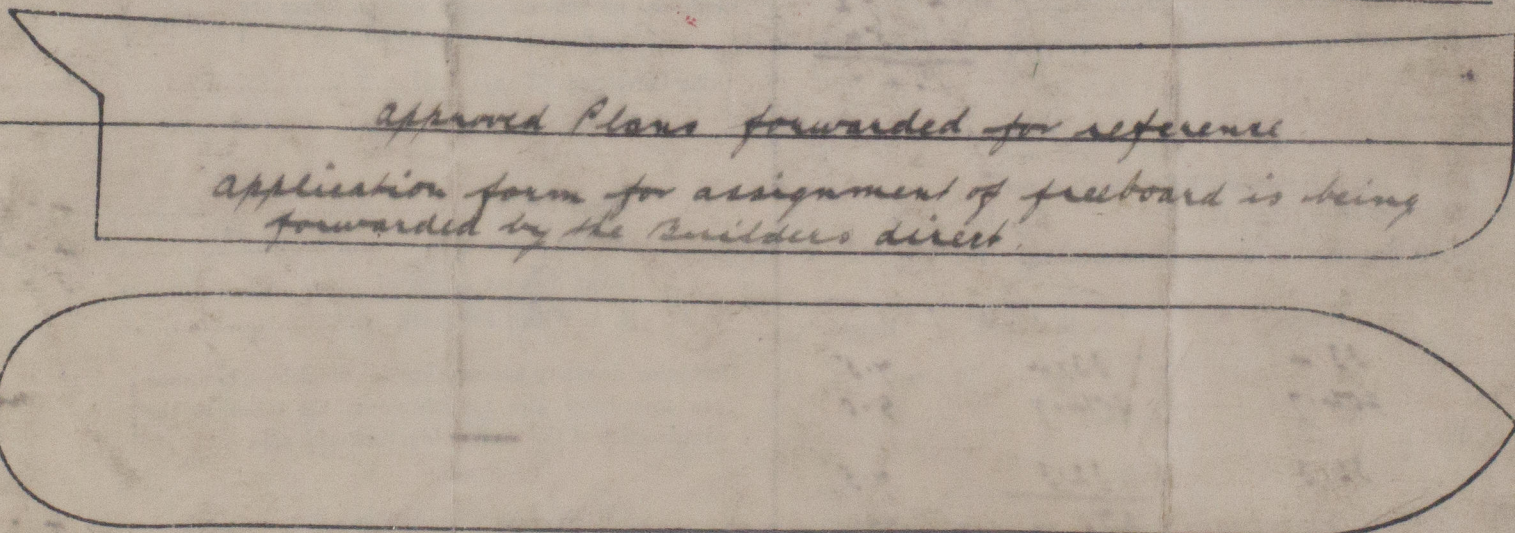
Sq. ft.

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 *This vessel is a sister vessel of the same Builders No. 68 S.S. Villo de Tindun Belfast Rept. 7834 & is for the same Owners. The depth moulded was found to be 2" greater than designed owing to the bilge having been shored up too high, the rise of floor being 6" instead of 4"*

Owners

Address

Fees £

Received by me



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