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NEWCASTLE-ON-TYNE

72511

28442

Lloyd's Register of British & Foreign Shipping.

NOV. 25. 1919

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.

Port of Survey NEWCASTLE-ON-TYNEDate of Survey Nov 27th 1919Name of Surveyor W. E. Bryan.Northumberland S.B. No 277

Ship's Name.	Port of Registry and Nationality.	Official Number.	Green-T.D. Tonnage.	Date of Build.	Particulars of Classification.
<u>S. S. "FANTEE"</u>	<u>British</u>	<u>4445</u>	<u>5447.88</u>	<u>Now Completing</u>	<u>100 P.I. Shelter deck with freeboard (Contingent)</u>
Number in Register Book <u>13211</u>					

Registered dimensions from ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<u>399.51</u>	<u>53.0</u>	<u>32.85</u> <u>34.35</u>	<u>5447.88</u> <u>4072.00 G.D.</u>
Length on LOADLINE	<u>399.6</u>	Frame Depth <u>11</u> Rule <u>6</u> <u>5</u>	Ceiling <u>+ .20</u> Sheer <u>+ .86</u>	Peak Tanks
		<u>-.84</u>	<u>Tank level</u>	
CORRECTED DIMENSIONS.	<u>399.6</u>	<u>52.16</u>	<u>25.41</u>	<u>4072.00</u>

Co-efficient of fineness7688
 Any modification necessary [Para. 4 (a) to (e)] .02 Cell D.B.
 Co-efficient as corrected75

Allowance for strength in excess of Lloyd's rules = 23 1/2

State particulars—

Constructed as a shelter deck vessel without tonnage openings.The scuppers from the upper deck are lead to the bilges.No passenger accommodation.No sidescuttles or openings in ship's side to interfere with the load-line.7 Watertight bulkheads to upper deck, and collision bulkhead to shelter deck.

Sheer at Stem 9-0 at 1/4 length from Stem 5-0 1/2
 Sternpost... 4-7 " " Sternpost... 2-7 3/4
 Drop in Sheer abaft amidships.....

Round of shelter deck Beam..... 12 1/2
 " " main deck " 12 1/2
upper

	Length	Height.	State if open or closed at ends.
Forecastle	<u>37.5</u>	<u>7.5</u>	<u>Closed with storm boards fitted in riveted channels full height of openings.</u>
Bridge			
Poop			

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	" " "	...

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.
 * If the hull, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

Moulded Depth as measured 26-11 upper Deck.
 " " " 26-5 shelter Deck.

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	<u>399.6</u>
Length in Table.....	<u>323</u>
Difference.....	<u>76.6</u>
Correction for 10ft.....	<u>.7</u>
× Difference ÷ 10 =	<u>5.362</u> <u>+ 5 1/4</u>

Height of 'Tween Decks..... 8-6
 (From top of beam to top of beam at side)
 Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C	<u>3-2 1/2</u>
Correction for Length.....	<u>+ 5 1/4</u>
	<u>3-7 3/4</u>
Correction for Height of 'Tween Decks in Spar-decked Ships.....	<u>+ 8-6</u>
	<u>12-13 1/4</u>

Correction for Strength in excess of Lloyd's rules.....	<u>- 1-11 1/2</u>
	<u>10-2 1/4</u>

Correction for Iron Deck if required.....	<u>- 3 1/2</u>
	<u>9-10 3/4</u>

Other Corrections (if any).....	
Winter Freeboard.....	<u>9-10 3/4</u>
Summer Freeboard	<u>9-4 3/4</u>
Indian Summer Freeboard.....	<u>8-10 3/4</u>
N.A. Winter Freeboard.....	

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood iron deck with side } 13/4

Winter Freeboard from Deck Line	<u>10-0 1/2</u>
Summer " "	<u>9-6 1/2</u>
Indian Summer " "	<u>9-0 1/2</u>
N.A. Winter " "	<u>9-6 1/2</u>

6 1/2
6
6

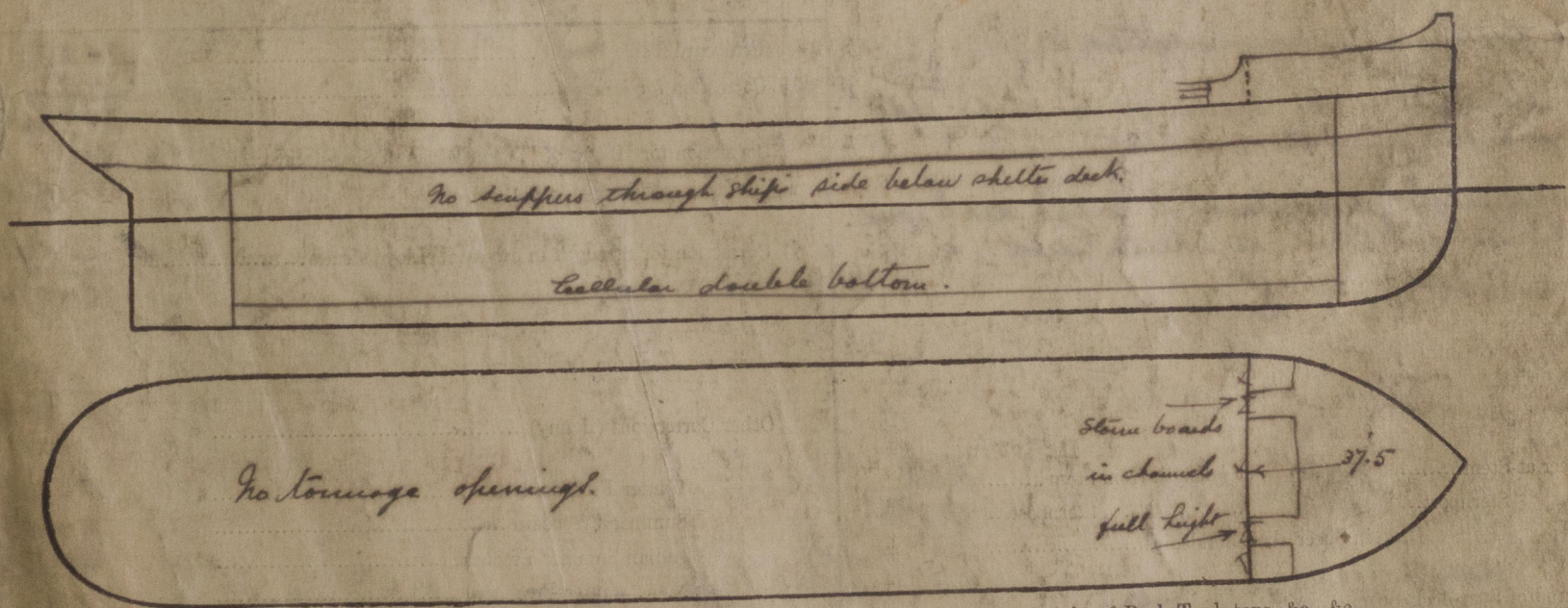
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Do all the frames extend to the top height in the Main Deck? *Yes*
 Do all the frames extend to the top height in the Poop? *Yes*
 To what height do the Reverse Frames extend? *Full angle frame to upper deck & hatch and frame to shelter deck*
 Has the Poop an efficient Iron Bulkhead at the fore end? *Complete shelter deck, no tonnage opening*
 Give particulars of the means for closing the openings in Bulkhead
 Is the Poop connected with the Bridge House?
 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 each end of the Stiffeners? Are horizontal 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? *Yes*
 Are the Engine and Boiler rooms covered by a Bridge, Poop, 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? *Partly protected by side-houses.*
 Give thickness of plating, scantlings and spacing of Stiffeners. *36" x 30" plating, with 3" x 36" x 4" x 3" 40 stiffeners spaced 18" apart*
 What is the height of the exposed Casings? *7-6* Are suitable means provided for closing all openings in them in bad weather? *Yes*
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 1 of the Rules for 1904-5? Give particulars below: *Good built hatch coamings 30" high*

Position and Size.		No. 1. 27-4 29-9 x 20-0		No. 3. 34-0 x 20-0		No. 2. 12-9 x 18-0					
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
CAVING.	Height above top of DECK	30"		30"		30"					
	Sides	.44		.50		.44					
	Thickness	.44		.44		.44					
SHIFTING BEAMS OR WEB PLATES.	Number	5		6		2					
	Section and Scantlings	18" x 36"		Same as No. 1.		16" x 34"					
	Material	4 x 3 x .44				4 x 3 x .44					
FORE AND AFTERS.	Number	None		None		None					
	Section and Scantlings										
	Material										
MATCHES Thickness		2 1/2 W.P.		Same as No. 1.		Same as No. 1.					
Remarks		fore & aft									

* 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.)



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 report refers to Messrs The Northumbrian Shipbuilding Co's No 277.*
Standard ship "F.I" Type, sister vessel S.S. "Waikomo" laid No. 276.
The approved plans for this type are now in the London Office.
Trueboard Request form is forwarded herewith.

W.E. Bignall

Owners

Address

Feb 2 7 7 0

Received by me

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