

REGISTER OF BRITISH AND FOREIGN SHIPPING.

SURVEYS FOR FREEBOARD.

SAT 8 APR 1905

5883

IN RESPECT OF STEAM OR SAILING SHIPS, ~~FLASHED DECKED, OR~~
HAVING FORECASTLES, WITH OR WITHOUT SHORT POOPS.

Port of Survey Belfast
Date of Survey 7th April 1905
Name of Surveyor S. J. Gullon

Ship's Name. <u>acura</u>	Gross Tonnage. <u>3575.76</u>	Official Number. <u>120705</u>	Type of Ship. <u>3 BK</u>	Date of Build. <u>Now Completing</u>	Particulars of Classification. <u>100 A-1. (Contemplated)</u>
Number in Register Book <u>Clark & Co 85221</u>					

Registered Length 367.3 Breadth 46.85 Depth 29.3
 Length on Load Line 366.58 $\frac{1}{4}$ Rule depth of Centre girder.
 Breadth 46.85
17208.005
 Add Tonnage above Rule depth of Centre girder 29.8
3575.76
 Tons and DK. 3599.37
511793.335
 $\times 100$ 359937

Moulded Depths as measured 32.6"
3" Wood sheathing fitted on Upper DK.
 Less, if iron uncovered upper deck, the usual thickness of wood deck less stringer.....
 Moulded depth to be used with tables 32.5"

Coefficient of fineness703
 Modification necessary [Deep framing in fore and aft]02
 Coefficient as corrected68

CORRECTION FOR LENGTH :-

Length of Ship on load line.....	<u>366.58</u>	\times
Length in Table	<u>389.5</u>	\checkmark
Difference	<u>22.92</u>	\checkmark
Correction for 10 ft.	<u>1.6</u>	\checkmark
\times Differences $\div 10 =$	<u>3.7472</u>	$= - 3 \frac{3}{4}$

Stem 80 $\div 2 = 40$ Mean 41.75
 Sternpost 40 $\div 2 = 20$ Mean 33.25
 at $\frac{1}{2}$ of the length from Stem 43.5 $\div 2 = 21.75$
 Sternpost 23

CORRECTION FOR ROUND OF BEAM :-

Round of Beam.....	<u>1 1/2</u>
Normal round	<u>1 1/2</u>
Difference	$\div 2 =$
Proportion of Deck uncovered (Para. 17)	

Fore and Aft Sheer [Table, Para. 16] 32.86
 Difference 8.89 $\div 4 = - 2 \frac{1}{4}$

Freeboard, Table A.	<u>8.4 1/2</u>
Correction for Length	<u>- 3 3/4</u>
Correction for Sheer + erections as limited by Para 12 + 14	<u>8.0 3/4</u>
Correction for fall in Sheer (if any).....	<u>- 5 1/4</u>
Allowance for Deck Erections	<u>7.10 1/2</u>
Correction for Round of Beam.....	<u>- 2 1/4</u>
Other corrections (if any).....	<u>7.8 1/4</u>

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 from the vessel's length from stem and sternpost.

Sheer $\div 2 =$ Correction

* ALLOWANCE FOR DECK ERECTIONS :-

Length	Length allowed	Height
Stempost <u>43</u>	<u>43</u>	<u>7.3</u>
Forecastle <u>Assumed</u>	<u>43</u>	
Total length allowed	<u>86</u>	

Winter Freeboard 7.8 1/4
 Summer Freeboard 7.2 1/4
 N.A. Winter Freeboard

Length of Ship 366.58 $\times 8$ eighths covered $\div 100 = 7.162\%$
 For forecastle only $\div 2 = 3.88\%$
 Table A corrected for length 8.0 3/4
 Percentage allowance 3.8%
 by par 12. to $- 5 \frac{1}{4}$ for erections. see other side. $= - 3 \frac{3}{4}$

Correction necessary because clear side amidships measured in accordance with the statutes is not taken at intersection of the deck with side $1 \frac{1}{2}$
 Winter Freeboard from deck line* 7.9 1/4
 Summer " " " " 7.4 1/4
 N.A. Winter " " " "

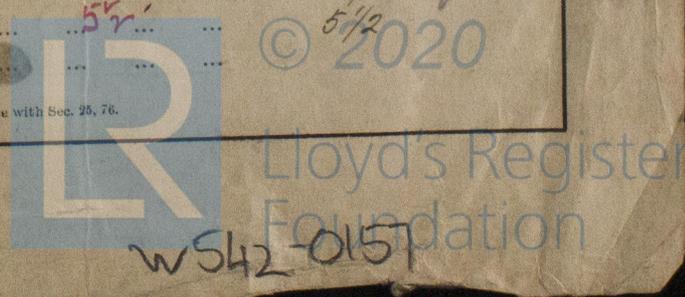
BOARD recommended amidships from centre of Disc to top of Statutory Deck Line :-

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

7.3 1/2
6
5 1/2
5 1/2
7.4 3/4
6
5 1/2
5 1/2

* Particulars should be stated at the back of this Form as to the character of the Erections, and whether closed in or not.

* Marked in accordance with Sec. 26, 76.



W542-0151

CHARACTER OF DECK ERECTIONS.

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

Do. do. do. do. Raised Quarter Deck?

Do. do. do. do. Bridge House?

Do. do. do. do. Forecastle? Yes

To what height do the Reverse Frames extend? *As per Rule.*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at its fore end?

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

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

Are efficient Doors fitted to the Passage Ways?

Describe how and to what extent it is Stiffened, by angle Irons, Bulb Plates, or otherwise?

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

Are efficient Doors fitted to the Passage Ways?

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

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

Are the Hatchways efficiently constructed? *Yes* State the height of the Coamings *24"*

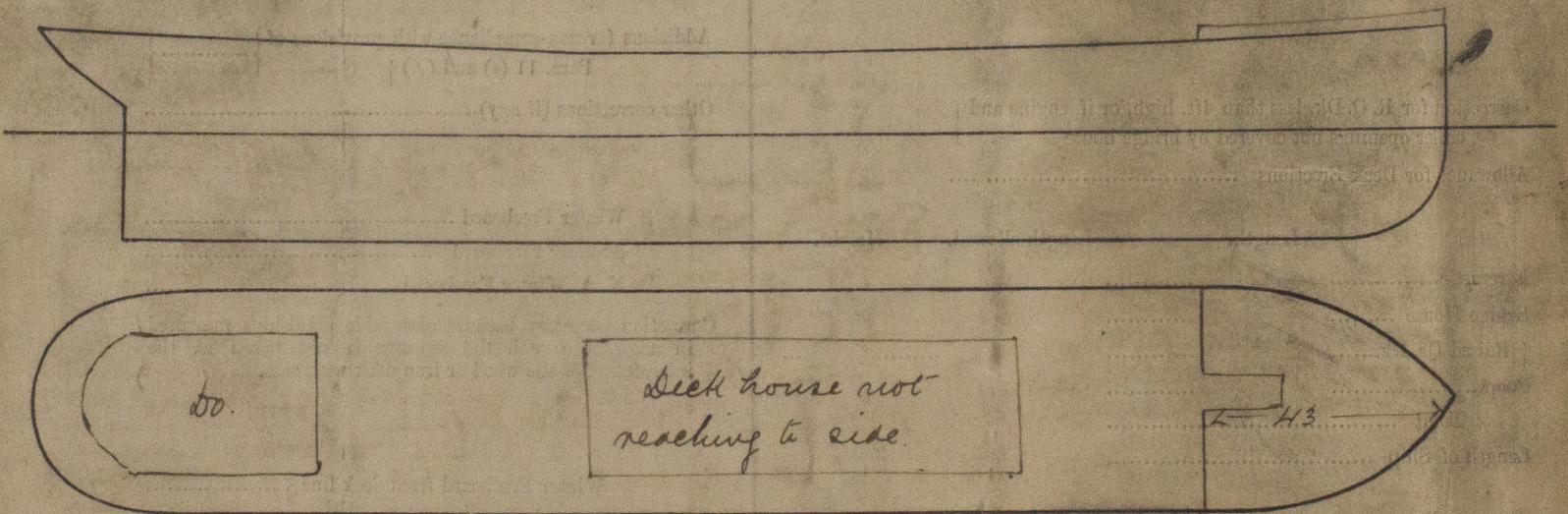
Are the Hatches solid? *Yes* What is their thickness? *3"*

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

State any special features in the construction of the Vessel *This vessel has only four watertight bulkheads but has four complete steel decks, except in Machinery Space where Deep Framing is fitted. No side scuttles. The approved and revised Midship Section & Longitudinal Plans are now in the London Office.*

Request Form 9 is attached hereto.

*to Plans
Handed to Mr. Hutchinson's dept.*



E. J. Milton

Owners

Address

Fee £

Received by me



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Lloyd's Register Foundation

*Division allowance for erections of
mean sheer at ends. 60
146.06 / 13.34 = 11 = 3 1/4*

*Feet covers 117 length
= 96 % of diff A + C*

*Table A
8-14 1/2
- 3 1/4
8-0 3/4
7-9 1/2*

*Table C
6-7 1/4
- 1 1/4
6-0 3/4
7-9 1/2
1-8 3/4*

*9.6 % of 70 3/4 = 7 erections
- 3 1/4 sheer
- 5 1/4 under for 12*