

VERIFICATION REPORT.

Reg. 9 attached.

Index No. 32050
(For London Office only)

Lloyd's Register of Shipping. Hpl N° 161 not.

11th
31743

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.

| Ship's Name. | Port of Registry and Nationality. | Official Number. | Gross Tonnage. Approx. | Date of Build. | Particulars of Classification. |
|---|--|---|------------------------------|-----------------------------|---|
| FIRBY | Grays No 979 West Hartlepool British | 139238 | 4800 | 1926 | H 100 A.I. Contemplated Revised Rules. |
| Number in Register Book | | | | | |
| Registered dimensions from Ship's Register. | Length. 390.00 | Breadth. 55.00 | Depth. 26.55 | Under Deck Tonnage. 4639.83 | |
| Length on LOADLINE. | 390.00 | Frame Depth 12 Rule " 6 $\frac{2 \times 6}{12} = 1$ Cargo Battens Fitted | Ceiling + .20 Sheer + .73 | Peak } incl. Tanks } | |
| CORRECTED DIMENSIONS. | 390.00 | 54.00 | 27.48 | 4639.83 | |

| | | |
|---|-------------------|----------------------------------|
| Co-efficient of fineness..... | .80 | .802 |
| Any modification necessary { [Para. 4 (a) to (e)]* } | .02 | Cellular D. Bn. |
| Co-efficient as corrected | .78 | |
| Sheer { Stem..... 102 } at Sternpost ... 48 | $150 \div 2 = 75$ | Mean $\frac{49.00}{36.23} = .43$ |
| Sheer at $\frac{1}{8}$ of the length from Stem 56.25 Sternpost 26.5 $\frac{82.75}{2} = 41.375$ Mean allowed 75.12 $\frac{41.375}{53} = 75.23$ | | |
| Gradual mean Sheer Standard mean Sheer [Table, Para. 18] 49.00 Correction Difference 26.12 $\div 4 = 6.53$ | | |
| \$ If limited as Para. 18 (f) | | = - 6.53 |

| | |
|---|------------|
| Rise in Sheer { At front of bridge house..... | |
| from amidships { At after end of forecastle | |
| ¶ Fall in Sheer { Para. 18 (d) | $\div 2 =$ |
| Length uncovered | Correction |

| | | |
|---|--------------------|-------|
| ALLOWANCE FOR DECK ERECTIONS :— | | |
| Freeboard, Table C..... | | 3.11- |
| 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) | 6. 6 $\frac{3}{4}$ | |
| Difference | 2. 7 $\frac{3}{4}$ | |
| Percentage as below..... | 54. 4% | |
| | 17.24 | |

| | | |
|---|-----------------|----------------------|
| Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) | | ✓ |
| Allowance for Deck Erections | | - 1. 5 $\frac{1}{4}$ |
| Length..... | Length allowed. | Height. |
| Forecastle..... 40.3" | 40.25- | 7.6" |
| Bridge House 220.0" | 220.00- | 7.6" |
| Raised Qr. Dk..... | | |
| Poop..... 29.7 $\frac{1}{2}$ | 29.62- | 7.6 |
| Total | 289.87 | 74.47 |
| Length of Ship | 390.00 | |
| Corresponding percentage { (Para. 11, 12, 13, or 14) | 54. 4% | |

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

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

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

2m.0.22. T.

26 MAY 1926

W551-0239

Port of Survey west Hartlepool
Date of Survey whilst building
Name of Surveyor Pickworth.

Particulars of Classification.
H 100 A.I. Contemplated
Revised Rules.

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..... | 390 |
| Length in Table | 345 |
| Difference | 45- |
| Correction for 10ft., Table A. | 1. 5- |
| x Difference divided by 10 | 6. 75- (if required.) |
| If $\frac{1}{10}$ ths length covered divide by 2 | + 3 $\frac{1}{4}$ 3 $\frac{3}{8}$ 3 $\frac{1}{2}$ + 3 $\frac{1}{2}$ |

CORRECTION FOR IRON DECK.

| | |
|--|-------------------|
| Proportion covered, if less than $\frac{1}{10}$ ths length covered | - 3 $\frac{1}{2}$ |
| Thickness of usual wood deck, less stringer | |

CORRECTION FOR ROUND OF BEAM.

| | |
|---|------------------------|
| Breadth at Gunwale amidships..... | 54. 3 $\frac{1}{2}$ |
| Round of Beam | 13. 75 |
| Normal round | 13. 5 $\frac{1}{2}$ - |
| Difference | 5. 18 $\div 2 =$ 2. 09 |
| Proportion of Deck uncovered (Para. 19) | |

| | |
|------------------------------------|--|
| Freeboard, Table A | 7. 1 $\frac{1}{4}$ |
| Correction for Sheer | - 6 $\frac{1}{2}$ |
| Correction for Length | 6. 6 $\frac{3}{4}$ + 3 $\frac{1}{4}$ |
| Allowance for Deck Erections | 6. 10 $\frac{1}{2}$ - 1. 5 $\frac{1}{4}$ |
| Correction for Round of Beam | |

| | |
|--|----------------------|
| Correction for fall in Sheer (if any) | |
| Correction for Iron Deck (if required) | - 3 $\frac{1}{2}$ |
| Additions for non-compliance with provisions of Para. 11 (d) and (e) | 5 - 15 $\frac{1}{4}$ |
| Other Corrections (if any) | |

| | |
|-------------------------------|--------------------|
| Winter Freeboard | 5. 1 $\frac{1}{4}$ |
| Summer Freeboard | 4. 8 $\frac{1}{2}$ |
| Indian Summer Freeboard | 4. 2 $\frac{1}{4}$ |
| 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 steel deck with side. | 1 $\frac{1}{4}$ |
| Winter Freeboard from deck line | 5. 3 $\frac{1}{4}$ |
| Summer " " " | 4. 9 $\frac{1}{2}$ |
| Indian Summer " " " | 4. 4 $\frac{1}{4}$ |
| N. A. Winter " " " | |

| | |
|---------------------------------------|--------------------|
| Winter Freeboard from deck line | 5. 3 $\frac{1}{4}$ |
| Summer " " " | 4. 9 $\frac{1}{2}$ |
| Indian Summer " " " | 4. 4 $\frac{1}{4}$ |
| 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 FORM | |
| RECEIVED 10 JUN 1926 | |

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Lloyd's Register Foundation

10 JUN 1926

Do all the Frames extend to the top height in the Poop? Yes Raised Quarter Deck? Yes Bridge House? Or after Forecastle? Yes

To what height do the Reverse Frames extend? Channel and Bulk Angle 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

Shifting boards fitted full height in riveted channels

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

Hinged steel watertight door

What is the thickness of the Bridge Front plating? 40 and Coaming plate? 44

Give scantlings and spacing of the Stiffeners

9 x 3 x 50 B.A's Spaced 30" apart

Are bracket plates fitted at each end of the Stiffeners? Lugs as app'd

Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? Rail bar carried up in lieu and connected to stringer angle.

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

How are the openings closed? Shifting boards fitted full height in 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? 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 28 of the Rules for 1904-5? Give particulars below:-

As Approved. Yes.

| Position and Size. | No 1. 27' 6" x 20' 0" | No 2. 27' 6" x 20' 0" | No 3. 16' 0" x 20' 0" | No 4. 27' 6" x 20' 0" | No 5. 27' 6" x 20' 0" No 6. 16' 0" x 20' 0" | Ship. & Rule. | Ship. & Rule. |
|---|--|--|---|---|---|-------------------|--|
| COAMING. Thickness { Sides..... Thickness { Ends..... | 31 48 44 | 31 48 44 | 31 44 44 | 31 48 44 | 31 48 44 | 31 48 44 | 31 48 44 |
| SHIFTING BEAMS OR WEB PLATES. | Number Section and Scantlings Material | 4 Plate 19 9/16 x 37 4 Angles 4 x 3 x 44 | 4 Plate 14 7/8 x 34 4 Angles 4 x 3 x 44 | 2 Plate 14 7/8 x 34 4 Angles 4 x 3 x 44 | 4 Same as No 2 | 4 Same as No 2 | 2 19 9/16 x 36 4 angles 4 x 3 x 44 |
| * FORE AND AFTERS. | Number Section and Scantlings Material | | | | | | |
| HATCHES Thickness | 3" throughout | Satisfactory | | | | | |
| 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? ✓ Sheerstrake between Main and Bridge Sheerstrakes?

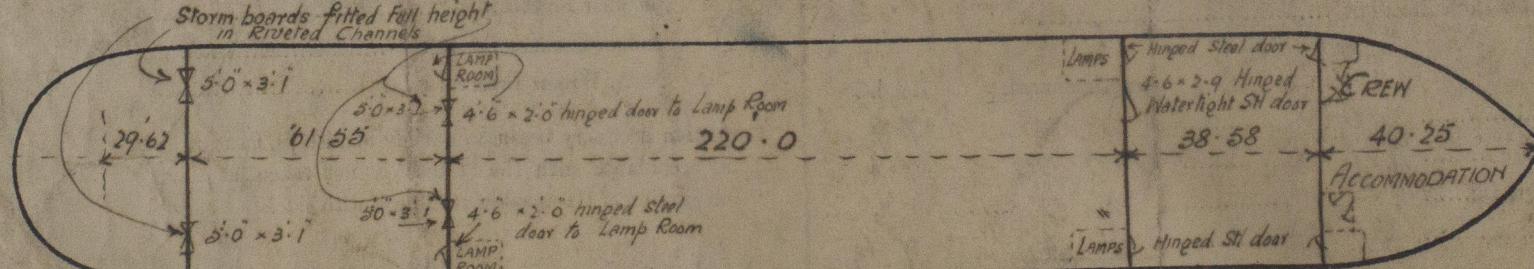
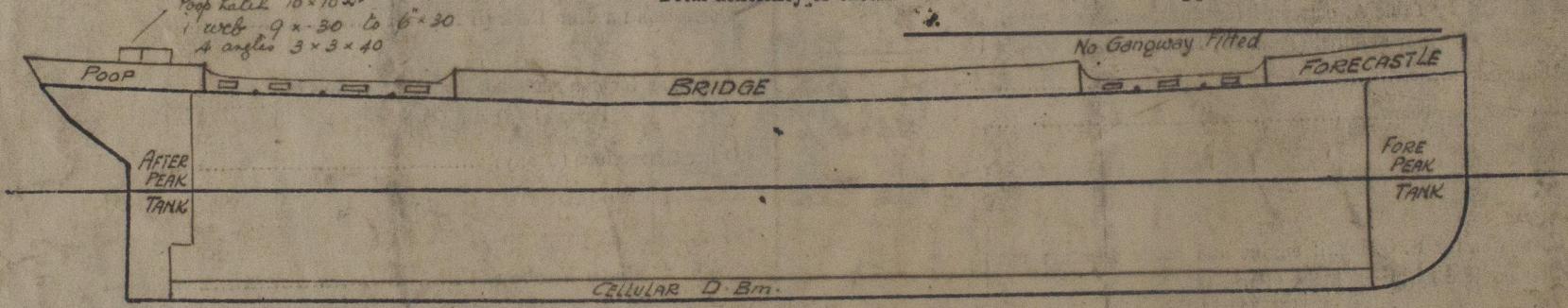
Delete the words { The Crew are, are not, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well 100' 13" x 4' 0" HIGH

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 260 Sq. ft.

| Ft. Tenths. | Ft. Tenths. | No. | Freeing Ports (each side of vessel) | Sq. ft. |
|-------------------|-------------|------------------|-------------------------------------|---------|
| After Well 3.5 | x 1.75 | x 4 on each side | 245 | Access |
| Forward Well 3.33 | x 1.50 | x 3 on each side | 150 | |

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 There are no special features.

Builder's name and yard number Messrs Wm Gray & Co Ltd. Yard no 979.

Names of sister vessels Similar to % AINDERBY. Ref no 16309 but built to new approved plans (Copies in London Office)

Owners The Lepner Shipping Co. Ltd.

The Builders state the load displ. is 11645 tons and the tons per inch at load draft is 43.3

Address

Fee £ 10 : 0 : 0

To be applied for with I.E. fees.

Received by me

A request form is forwarded Research Register Foundation
Copies of approved Plans are in the London Office