

Amended
Preliminary

See also Sunderland Rpt No. 2854

FRI. JUN. 1 1923

Index No.

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(For London Office only.)

Lloyd's Register of Shipping.

No. 28591

SURVEYS FOR FREEBOARD. STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH 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 Sunderland
Date 31st May 1923.
Name of Surveyor W. T. Hudson.

Ship's Name Amur & Co No 254 Ship
Port of Registry and Nationality. Amur & Co
Official Number. 3303
Gross Tonnage. 3303
Date of Build. 1900
Particulars of Classification. New Rules 100-A-1 (Contemplated)

Registered Length. 356.3
Breadth. 48.75
Depth. 23.9
Under Deck Tonnage. 3303
Frame Depth/Rule 5 1/2
Ceiling +20
Sheer +98
Peak Tanks 1/2
No 5" drop in tanks +16 tons
+20
for sloping tanks

Moulded Depth as measured 25-11"
Addition for Keel below base line for draught record 1 1/2 inches.

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

efficient of fineness .77
modification necessary - .02 Cell I.B.
efficient as corrected .75

Stem 1/4
Sternpost 5 1/2
 $171 \div 2 = 85.5$ Mean
Stem 59.0
Sternpost 30.0
 $89 \div 2 = 44.5$ Mean
Standard mean Sheer 80.9
Standard mean Sheer [Table, Para. 18] 45.8
Difference 35.1
 $\div 4 = 8.8$
If limited as Para. 18 (f) - 8 3/4

Rise in Sheer from amidships { At front of bridge house ☒
Para. 18 (e) { At after end of forecastle ☒

Fall in Sheer { $\div 2 =$
Para. 18 (d) { ☒
Length uncovered ☒ Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C. 2-10 1/4
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) 5-1 1/4
Difference 2-3
Percentage as below 59.8
15.93

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) - 1-4
Allowance for Deck Erections 15.93

Forecastle 33-1 1/2 33-02 3075
Bridge House 216.66 216.66
Raised Qr. Dk. 34 34.00
Total 281.41 281.68 796.791
Length of Ship 356

Corresponding percentage { 59.8
Para. 11, 12, 13, or 14

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline 356
Length in Table 311
Difference 45
Correction for 10ft., Table A. 1.383
 \times Difference divided by 10 6.22
If 10ths length covered divide by 2 3.11 say + 3"

CORRECTION FOR IRON DECK.

Proportion covered, if less than 10ths length covered
Thickness of usual wood deck, less stringer - 3 1/2

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 47.16
Round of Beam 16.0
Normal round 11.49
Difference 4.21
Proportion of Deck uncovered (Para. 19) 20.3 - 1/2

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

Freeboard, Table A 5-10
Correction for Sheer - 8 3/4
5-1 1/4
Correction for Length + 3
5-4 1/4
Allowance for Deck Erections - 1-4 1/4
4-0 1/4
Correction for Round of Beam - 1/2
3-11 1/4
Correction for fall in Sheer (if any)
Correction for Iron Deck (if required) - 3 1/2
Additions for non-compliance with provisions of Para. 11 (d) and (e) 3-8 1/4
Other Corrections (if any)

Winter Freeboard 3-8 1/4
Summer Freeboard 3-3 1/4
Indian Summer Freeboard 2-11 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 on iron deck with side. + 2 1/2

Winter Freeboard from deck line 3-10 1/4
Summer " " " 3-6 1/4
Indian Summer " " " 3-1 1/4
N.A. Winter " " " 3-6

25-11
3
26-2
3-6
22-8

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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