

Freeboard B.

No 12915.

FRI 4 MAY 1894

10594

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

SURVEYS FOR FREEBOARD.

BRONZITE

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORE-
CASTLES, HAVING LONG ROOPS OR RAISED QUARTER DECKS CONNECTED
WITH BRIDGE HOUSES, OR SHORT ROOP AND BRIDGE HOUSE DISCONNECTED,
OR BRIDGE HOUSE

Port of Survey *Glasgow*
Date of Survey *2 May 1894*
Name of Surveyor *J. H. Macle*

Ship's Name. *"Citrine"*
Gross Tonnage. *not known*
Official Number. *not known*
Type of Ship. *steel & iron hull deck steamer*
Date of Build. *21 April 1894*
Particulars of Classification. *Contemplated 100 A 1*

Registered Length *180.0* Breadth *29.1* Depth *10.65*

Length on Loadline..... *179.9*
Breadth *29.1*

Depth *10.65*

Tons
und. Dk. *433.75*
× 100

2617 545
21410 54
523 5090
5575 3.7085 *433.75*

Co-efficient of fineness..... *.777*
Any modification necessary }
[Para. 4 (a) to (e)]
Co-efficient as corrected *.76*

Sheer { Stem... *58 1/2* } *9 1/2 ÷ 2 = 45.75* Mean
at { Sternpost... *33* }

Sheer at 1/4 of the length from { Stem *37*
Sternpost *15 1/2*

Standard Sheer (Table, Para. 16)..... *28.00* Correction
Difference..... *17.75 ÷ 4 = 4.44* *4 1/2*

Rise in sheer { At front of bridge house..... *3 3/8*
from amidships { At after end of forecastle *24*
[Para. 16 (e)]

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *11*
Correction for Length, if required (Para. 12 and 13).....

Freeboard by Table A. corrected for sheer, and for length, } *19.56*
if required (Para. 12 and 13) } *8.56*

Difference..... *65.48*
Percentage as below *65.48*

Correction of R. Q. Dk. less than 4ft. high, or if engine
and boiler openings not covered by bridge house } *5.56*
* Allowance for Deck Erections *5.56*

	Length.	Length allowed.	Height.
Forecastle	<i>36 3/4</i>	<i>29 1/2</i>	<i>6</i>
Bridge House	<i>11</i>	<i>11</i>	<i>7 1/2</i>
Qr. Dk.	<i>89 3/4</i>	<i>89 3/4</i>	<i>4</i>
Total	<i>137 1/2</i>	<i>130 1/4</i>	

Length of Ship..... *179.9*

Corresponding percentage
(Para. 11, 12, or 13.) *65.48*

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line:—

Fresh Water Line	above centre of Disc	...	...	<i>3</i>
Indian Summer Line	" " "	...	...	<i>1 1/2</i>
Winter Line	below " "	...	...	<i>1 1/2</i>
Winter North Atlantic Line	" " "	...	...	<i>1 1/2</i>

Moulded Depth as measured *13.0*

CORRECTION FOR LENGTH:—

Length of Ship on load line..... *179.9*
Length in Table *156.0*
Difference*..... *23.9*

Correction for 10ft., Table A. ... *.9* Table C.
× Difference* divided by 10 ... (if required.)
If 1/16ths length covered divide } *2.15 = 1.27*
by 2. }

CORRECTION FOR IRON DECK:—

Proportion covered, if less than 1/16ths length covered..... *1/2 covered*
Thickness of usual wood deck, less stringer *2 3 inches*

CORRECTION FOR ROUND OF BEAM:—

Round of Beam..... *10*
Normal round *7 1/4*
Difference *2 3/4 ÷ 2 = 1 3/8*

Proportion of Deck uncovered (Para. 17) *24 1/2 of 17 1/2 = 23 1/4*

Freeboard, Table A. *2.0*

Correction for Sheer..... *- 4 1/4*

Correction for Length *+ 1.27*

Allowance for Deck Erections *- 5 1/2*

Correction for Round of Beam..... *- 1 3/8*

Correction for Iron Deck (if required) *- 3.00*

Additions for non-compliance with provisions }
of Para. 11 (e) and (f) † }

Other corrections (if any).....

Winter Freeboard..... *11 3/4*

Summer Freeboard *10 1/4*

N. A. Winter Freeboard *13 1/4*

Correction necessary because clearside amidships
measured in accordance with the Statutes is not taken
at the intersection of the deck with side

Winter Freeboard from deck line† *13 1/4*

Summer " " " " *12 1/4*

N.A. Winter " " " " *12*

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

† State dimensions of freeing port area on the back of this form.
‡ Marked in accordance with sec. 25, 76.

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ERASE WORDS WHICH DO NOT APPLY.

The Crew ~~are~~, are not, berthed in the bridge house.

The arrangements to enable them to get backwards and forwards from their quarters ~~are~~, are not, satisfactory.

Length of Bulwarks in well $\times 2 \div 4\frac{1}{2}$ = Sq. Ft. 10.6

Freeing Ports.			
Ft. Tenths.	\times	Ft. Tenths.	No.
2.5	\times	1.5	$\times 3$

= Sq. Ft. 11.25

Total deficiency = Sq. Ft.

Total excess = 6.5

CHARACTER OF DECK ERECTIONS.

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

Do. do. do. in the Raised Quarter Deck? Yes

Do. do. do. Bridge House? Yes

Do. do. do. Forecastle? Yes

To what height do the Reverse Frames extend? To deck and side stanchion at all angles in way of R.Q.D.

Has the Poop or raised Quarter Deck an efficient Iron Bulkhead at its fore end? Yes. Solid stanchion at all angles.

State whether the Bridge House efficiently covers the Engine and Boiler Openings No. There are in way of R.Q.D.

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

Are efficient Doors fitted to the Passage Ways? No passage ways.

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

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

Are efficient Doors fitted to the Passage Ways? No passage ways.

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

Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? Open front stanchion

Are the Hatchways efficiently constructed? Yes State the height of the Coamings 30"

Are the Hatches solid? Yes. What is their thickness? 2 1/2"

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

State any special features in the construction of the Vessel No

This is a sister vessel to the S.S. "Athal". Glasgow
Freshwater Report No 12403 by same builders for same owner

Owners W. Robertson

Address 15 Gordon St Glasgow

Fee £ 7 Received by me

LR-FAE-TB4-82