

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP

Port of Survey *Newcastle-on-Tyne*

Date of Survey *5-10-8*

Name of Surveyor *E. J. Milton*

State type of erections.

Ship's Name.

Gross Tonnage.

Official Number.

Port of Registry and Nationality.

Date of Build.

Particulars of Classification.

Pop. Bridge & Forecastle
S.S. Warcombe
Nº 214

3090.

142682

London
British

1918.

100 A.I.

(Contemplated)

Registered Length as shown by Ship's Register } *331.3*
Breadth *46.8*
Depth *23.15*
Sheer Correction } *+ .92*

Length on Loadline *331.*
Breadth *46.44*
Depth *24.24*

Moulded Depth as measured *25.6*

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

Depth *24.24*
Tons Und. Dk. *2848.52*
Tonnage in Peaks *2848.52*

CORRECTION FOR LENGTH.

Length of Ship on Loadline *331*
Length in Table *306*
Difference *25*
Correction for 10 ft., Table A. *1.3* Table C. *.4*
× Difference divided by 10 *3.25* (if required.) *1.45*
If $\frac{1}{10}$ ths length covered by erections divide by 2 } *+ 3.4* *+ 1.4*

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered *.486*
Thickness of usual wood deck, less stringer *3.5* *- 1.7*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships *46.6*
Round of Beam *11.5*
Normal round *11.65*
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19)

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

Co-efficient of fineness *.46*
Any modification necessary } *.02* *B. D. 93.*
[Para. 4 (a) to (e)] *
Co-efficient as corrected *.44*

Sheer at Stem *102*
Stern-post *54*
 $153 \div 2 = 46.5$ Mean

Sheer at $\frac{1}{8}$ of the length from Stem *56.84*
Stern-post *28.55*
 $42.55 \div 2 = 46.36$

Gradual Mean Sheer *46.36*
Standard Sheer (Table, Para. 18) *43.10*
Difference *3.26*
Correction $\div 4 = 8.31$ *- 8.4*

Rise in sheer } At front of bridge house
from amidships } At after end of fore-castle
Fall in sheer $\div 2 =$

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C *2.82*
Correction for Length, if required (Para. 12, 13, and 14) *+ 1.2*
2.10
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) *5.22*
Difference *2.44*
Percentage as below *31.02*

Freeboard, Table A. *5.42*
Correction for Sheer *- 8.4*
4.11
Correction for Length *+ 3.4*
5.22
Allowance for Deck Erections *- 8.4*
4.54
Correction for Round of Beam
Correction for Iron Deck (if required) *- 1.2*
4.4

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house
Allowance for Deck Erections *- 8.4*

Additions for non-compliance with provisions of Para. 11 (d) and (e) †
Other Corrections (if any)

	Length.	Length allowed.	Height.
Fore-castle	<i>28.58</i>	<i>28.58</i>	<i>4.6</i>
Bridge House	<i>100.00</i>	<i>99.50</i>	<i>4.6</i>
† Raised Qr. Dk.			
Poop	<i>32.92</i>	<i>32.92</i>	<i>4.6</i>
Total		<i>161.00</i>	<i>4.86</i>

Winter Freeboard *4.4*
Summer Freeboard *3.11*
Indian Summer *3.42*
N. A. Winter Freeboard
Correction necessary because clearside amidships measured in accordance with the Statute is not taken at the intersection of the deck with side } *1.2*
Winter Freeboard from deck line § *4.54*
Summer " " " *4.12*
Indian Summer " " " *3.94*
N. A. Winter " " " "

Length of Ship
Corresponding percentage (Para. 11, 12, 13, or 14) } *31.02%*

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

	ins. above centre of Disc.	Corresponding Freeboard
Fresh Water Line		<i>6</i>
Indian Summer Line	" "	<i>4.2</i>
Winter Line	" below "	<i>4</i>
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 amidship beam.

† State dimensions of freeing port area on back of this form.
§ Marked in accordance with Sec. 437, M. S. Act, 1894.

DELETE 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

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

Sq. ft.

Ft. Tenths. Ft. Tenths. No.
3 0 × *1 46* × *8 each side*

Freeing Ports
each side of vessel =

Sq. ft.

Total excess deficiency =

Sq. ft.

If the sill of the lowest side scuttle would 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.

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

yes ✓

Do. do. do. Raised Quarter Deck?

Do. do. do. Bridge House?

yes ✓

Do. do. do. Forecastle?

yes ✓

To what height do the Reverse Frames extend?

B.A. Frames. ✓

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

yes ✓

How are the openings closed?

Hinged Iron Doors W.T. ✓

Is the Poop or Raised Quarter Deck connected with the Bridge House?

No. ✓

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised

Quarter Deck, or enclosed by a Strong Iron or Steel Deck House?

Covered by a bridge ✓

If the openings are not so protected, are the exposed parts of the Casings efficiently constructed?

yes ✓

What is their height? *7-0* ✓

Are suitable means provided for closing all openings in exposed Casings in bad weather?

yes. ✓

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

yes ✓

How are the openings closed?

Hinged Iron Doors W.T. ✓

Give thickness of Bridge Front plating *38* Coaming Plate *42* Stiffeners *8+3+50 B.A.* spaced *27* bracketted

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

yes ✓

How are the openings closed?

Storm Boards in riveted channels full height of openings

Is the Forecastle at least as high as the main or top-gallant rail?

7-6 ✓

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

Iron.

Are the Weather Deck Hatchways efficiently constructed and at least equal to the Rule requirements?

yes

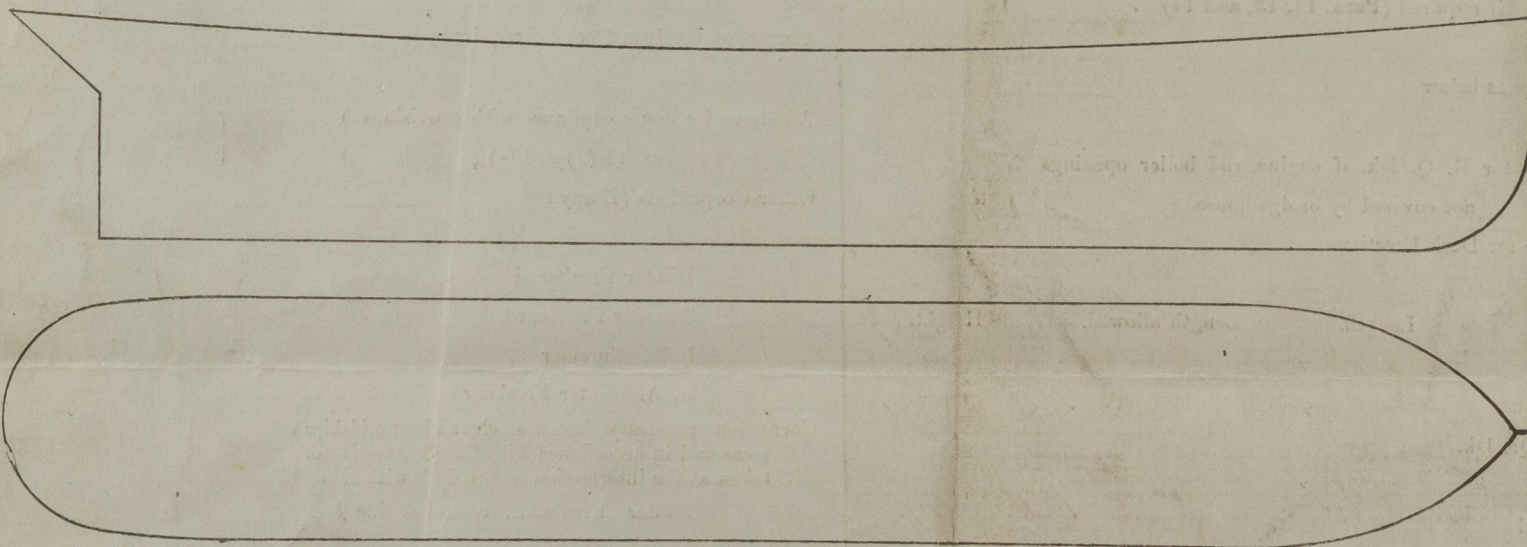
What is the thickness of the Hatches?

State the height of the Coamings in Fore Well

In After Well

State any special features in the construction of the Vessel

*Standard "g." type
Duplicate of "War Beach"*



Show hereon arrangement of erections, depth of hold, &c.

The Freeboards, as stated on the other side, being in accordance with the Tables, it is submitted that the same be assigned.

Passed at a meeting of the Committee of Management of the British Corporation for the Survey and Registry of Shipping on the

Chief Surveyor.

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