

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

SURVEYS FOR FREEBOARD.

aila S.B. 60 No 65

No 19758

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Port of Survey *Glasgow*
Date of Survey *While building*
Name of Surveyor *J. D. Dunnet*

Ship's Name. *Kathleen*
Gross Tonnage. *113519*
Official Number. *113519*
Type of Ship. *Well DR*
Date of Build. *1902*
Particulars of Classification. *100 A.1 "Well DR" contemplated*

Number in Register Book *41 in Suppl*

Registered Length *200* Breadth *30.4* Depth *12.0*

Length on Loadline *200*
Breadth *30.4*

Depth *to ordinary floors 13.54*
Peak tanks & D/B above floors
Tons and Dk. *535.63*
60.00
 $\times 100$
595.63

$$\frac{595.63 \times 100}{200 \times 30.4 \times 13.54} = .72$$

Co-efficient of fineness *.72*

Any modification necessary [Para. 4 (a) to (e)]

Co-efficient as corrected *.72*

Sheer { Stem *5.72* } $7.10 \div 2 = 47$ Mean
at { Sternpost *2.22* }
Sheer at $\frac{1}{2}$ of the length from { Stem *3.3* } 27 Mean
{ Sternpost *1.3* }
Standard Sheer (Table, Para. 16) *30* Correction
Difference $17 \div 4 = -4\frac{1}{4}$

Rise in Sheer { At front of bridge house
from amidships { At after end of forecastle
[Para. 16 (e)]

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C. *1" 0 $\frac{3}{4}$*
Correction for Length, if required (Para. 12 and 13)

Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12 and 13) *1" 10 $\frac{1}{2}$*

Difference *9 $\frac{3}{4}$*
Percentage as below *66.6%*

Correction of R. Q. Dk. less than 4ft. high, or if engine and boiler openings not covered by bridge house

* Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle	<i>36.00</i>	<i>30.50</i>	<i>7.0</i>
Bridge House	<i>12.83</i>	<i>12.83</i>	<i>7.0</i>
Raised Qr. Dk.	<i>102.66</i>	<i>102.66</i>	<i>4.0</i>
Poop	<i>151.49</i>	<i>145.99</i>	
Total	<i>200</i>	<i>200</i>	

Length of Ship *200*
Corresponding percentage { *66.6%*
(Para. 11, 12, or 13.)

FREEBOARD 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 " " "

11.4.02

Moulded Depth as measured *14" 3*

CORRECTION FOR LENGTH:—

Length of Ship on load line *200*
Length in Table *171*
Difference *29*
Correction for 10ft., Table A. *1.0* Table C.
 \times Difference* divided by 10 *2.9* (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 *+ 1 $\frac{1}{2}$*

Para. 11323 CORRECTION FOR IRON DECK:—
Proportion covered, if less than $\frac{1}{10}$ ths length covered *.757*
Thickness of usual wood deck, less stringer *3*

CORRECTION FOR ROUND OF BEAM:—

Round of Beam *7 $\frac{1}{2}$*
Normal round *7 $\frac{1}{2}$*
Difference $\checkmark \div 2 =$

Proportion of Deck uncovered (Para. 17)

Freeboard, Table A *2. 2 $\frac{3}{4}$*
Correction for Sheer *-4 $\frac{1}{4}$*
Correction for Length *1. 10 $\frac{1}{2}$*
+ 1 $\frac{1}{2}$
Allowance for Deck Erections *2. 0*
- 6 $\frac{1}{2}$
Correction for Round of Beam *1. 5 $\frac{1}{2}$*

Correction for Iron Deck (if required) *-3*
1. 2 $\frac{1}{2}$

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

Other corrections (if any) *1. 2 $\frac{1}{2}$*
1. 0

Winter Freeboard *1. 0*
Summer Freeboard
N. A. Winter Freeboard
Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the deck with side *1 $\frac{1}{4}$*

Winter Freeboard from deck line† *1. 3 $\frac{3}{4}$*
1. 2 $\frac{1}{4}$

Summer " " " " *1. 2 $\frac{1}{4}$*

N. A. Winter, " " " " *1. 2 $\frac{1}{4}$*

... .. *1. 2*

... .. *3*

... .. *1 $\frac{1}{2}$*

... .. *1*

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

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

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~~ *will be* satisfactory.

48.5 Length of Bulwarks in well × 2 ÷
Freeing Ports

= Sq. Ft. 11.35 each side.

Ft. Tenths. Ft. Tenths. No.
2.66 × 1.5 × 3

} each side

= Sq. Ft. 11.97

Total deficiency = Sq. Ft. 7.62

Total excess =

CHARACTER OF DECK ERECTIONS.

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

Do. do. do. do. Raised Quarter Deck? *Yes*

Do. do. do. do. Bridge House? *Yes*

Do. do. do. do. Forecastle? *Yes*

To what height do the Reverse Frames extend? *To side stringer & OR all in way of 8.0K. To belge stringer & OR alternately in way of main OR. all to 8.0K. & main OR is holds*

Has the ~~Poop~~ Raised Quarter Deck an efficient Iron Bulkhead at its fore end? *Yes*

State whether the Bridge House efficiently covers the Engine and Boiler Openings *No*

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 *Bulb angles as per Rule*

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? *From above*

Has the Forecastle an efficient Iron or Wood Bulkhead-at its after end? *Open & side hatches*

Are the Hatchways efficiently constructed? *Yes* State the height of the Coamings *3' 0"*

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

The approved plans of Machinery Section & Profile are enclosed for reference.

a Request Form is attached

*2 plans
MRS
JSM*

Returned 10/4/02

Owners

Address

Fee £

Received by me



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