

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD. STEAM SHIPS.

18 AUG 1924

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.

Port of Survey *Barrow-in-Furness.*
Date of Survey *August 15th 1924*
Name of Surveyor *Kenneth Inglis.*

Ship's Name.
"DEARNE"
VICKERS LTD NO 611
Number in Register Book

Port of Registry and Nationality.
GOOLE
BRITISH.

Official Number.
146343

Gross Tonnage.
APPROX 990
1042.74

Date of Build.
1924

Particulars of Classification.
100 A.I. Class contemplated.
(1921-2 Rules).

Registered dimensions from ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>240.3</i>	<i>34.2</i>	<i>15.4</i>	<i>831.34</i>
Length on LOADLINE.	<i>240</i>	Frame Depth Rule <i>6</i> <i>2 x 2' = 33</i>	Ceiling fitted Sheer <i>+17</i> <i>1417.6 T.T.</i>	Peak Tanks <i>Included</i> <i>less 2 tons for ordinary floors in Bulk Room.</i> <i>821.34</i> <i>829.</i>
CORRECTED DIMENSIONS.	<i>240</i>	<i>33.87</i>	<i>15.32</i> <i>14.34</i>	<i>829.</i>

Co-efficient of fineness.....*.665 .70*
Any modification necessary [Para. 4 (a) to (e)]*
Co-efficient as corrected*.68*

Sheer at Stem.....*60*
at Sternpost.....*22 1/4*
 $82 1/4 \div 2 = 41 1/8$...Mean
Sheer at $\frac{1}{3}$ of the length from Stem *33 1/2*
Sternpost *10 1/2* $\{ 44 \div 2 = 22$...Mean
Gradual mean Sheer*22.0*
Standard mean Sheer [Table, Para. 18] *20.4*
Difference.....*1.6* $\div 4 = .4$
§ If limited as Para. 18 (f)*.4*

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

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....*0' 7 1/2"*
Correction for Length, if required (Para. 12, 13, and 14)*+ 2 1/4"*
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)*2' 8"*
Difference*2' 3"*
Percentage as below.....*35.6%*

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)*- 3 1/4"*
Allowance for Deck Erections*9 1/2"*

	Length.	Length allowed.	Height.
Forecastle.....	<i>35'</i>	<i>32.5</i>	<i>8' 0"</i>
Bridge House.....	<i>88' x 3/4</i>	<i>66</i>	<i>8' 0"</i>
† Raised Qr. Dk.....			
Poop.....	<i>38</i>	<i>32.45</i>	<i>8' 0"</i>
Total		<i>130.95</i>	<i>523.545</i>

Length of Ship*240*
Corresponding percentage {
[Para. 11, 12, 13, or 14] } *33.84* *35.6%*

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 " " "

Moulded Depth as measured.....*16' 4"*
Addition for Keel below base line for draught record.....*1.6* inches.

CORRECTION FOR LENGTH.
Length of Ship on Loadline.....*240*
Length in Table*196*
Difference*44*
Correction for 10ft., Table A.*1.0* Table C. *.5*
 \times Difference divided by 10*4.4* (if required.) *2.2*
If $\frac{1}{10}$ ths length covered divide by 2 *2.2* $+ 4 1/2"$ $+ 1 1/4"$

CORRECTION FOR IRON DECK.
Proportion covered, if less than $\frac{1}{10}$ ths length covered*523*
Thickness of usual wood deck, less stringer*3 1/2"*
3 1/2" Wood sheathing from aft to Bridge front bulkhead

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships.....*34'*
Round of Beam*8 1/2"*
Normal round.....*8 1/2"*
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19)

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

Winter Freeboard*2' 0 1/2"*
Summer Freeboard*1' 10 1/2"*
Indian Summer Freeboard*1' 8 1/2"*
N. A. Winter Freeboard*2' 2 1/2"*

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the ~~wood~~ *iron* deck with side. $1/2$

Winter Freeboard from deck line*2' 8 1/4"*
Summer " " "*2' 6 1/4"*
Indian Summer " " "*1' 10"*
N. A. Winter " " "*2' 4"*
Wood (Iron) Deck:—
.....*2' 2"* *2' 0 1/2"*
.....*3 1/2"* *4"*
.....*2"* *2"*
.....*4"* *4"*

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

† 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.

MARRING PORT
RECEIVED
AUG 1924

Do all the frames extend to the top height in the Poop? * Yes / Raised Quarter Deck? Bridge House? * Yes / Forecastle? * Yes / ** 3 1/2 x 3 x 32 scarfed to Main frames.*

To what height do the Reverse Frames extend? *None*

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

Give particulars of the means for closing the openings in Bulkhead *Hinged doors*

Is the Poop ~~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 *channel + boards full height*

What is the thickness of the Bridge Front plating? *30* and Coaming plate? *34*

Give scantlings and spacing of the Stiffeners *9 x 3 x 50 BAs. @ 28 1/2" + 24"*

Are bracket plates fitted at each end of the Stiffeners? *No - lugs.* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *Yes*

Has the Bridge House an efficient Iron Bulkhead at the after end? *no - open.*

How are the openings closed? *yes*

Is the Forecastle at least as high as the main or top-gallant rail? *yes* Has the Forecastle an efficient Iron ~~Wood~~ Bulk'd. at after end? *yes 16' ft from stem*

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *covered by bridge + casing 7'-6" high above bridge*

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

Give thickness of plating, scantlings and spacing of Stiffeners *34 Coaming, 30 plating + 3 x 2 1/2 x 30 Stiff @ 36" (above bridge dk).*

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:—

Position and Size.		No. 1-15'4" x 11'-0"		No. 2-24'11" x 11'-0"		No. 3-24'11" x 11'-0"					
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"	30"	30"	30"	30"	30"				
	Sides	44	44	44	44	44	44				
	End	44	44	44	44	44	44				
SHIFTING BEAMS OF WEB PLATES.	Numb.	2	2	4	4	4	4				
	Section and scantlings	14"-9" x 30" with steel		3 x 3 x 40 double angles top + bottom steel							
* FORE AND AFTERS.	Numb.										
	Section and scantlings	Pil		Pil		Pil					
HATCHES	Thick.	3"	3	3"	3	3"	3				
	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? *48* Strake between Main and Bridge Sheerstrakes? *46*

Delete the words { The Crew ~~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, ~~unsatisfactory~~ satisfactory.

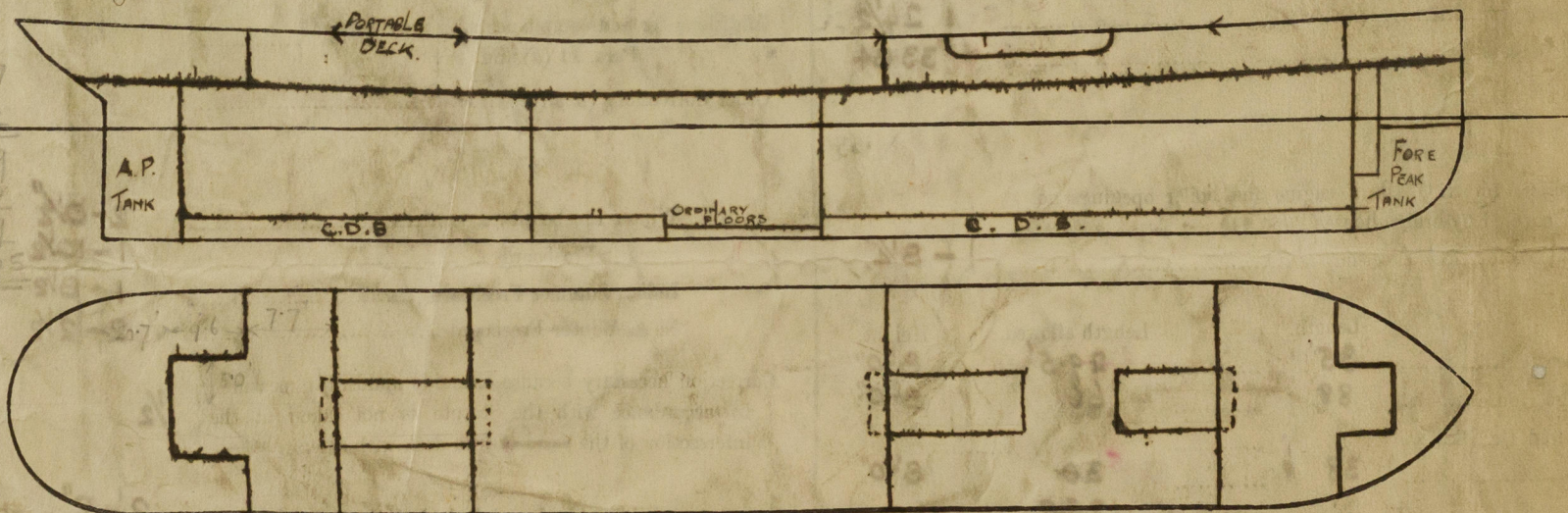
Length of Bulwarks in well *62 ft*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *13.2* Sq. ft.

Ft. Tenth. Ft. Tenth. No. } Freeing Ports (each side of vessel) = *13.2* Sq. ft.

Total deficiency or excess = *✓* Sq. ft.

*Bulwark aft length 19 ft
2 freeing ports 2.75 x 1.75 each side*



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 *This vessel has Bulwarks 8'-0" high with the exception of 31 feet forward. This vessel is practically a duplicate of the S.S. "Rother" No. 81573 in R.B. Duplicate plans are retained in the London Office.*

Owners *London, Midland & Scottish Railway Co Ltd*

Address *✓*

Fee £ *4* : 0 : 0

Received by me *✓*



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