

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

JAN. 3 1921  
N<sup>o</sup> 40745

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.

Port of Survey GLASGOW.  
Date of Survey DURING CONSTRUCTION  
Name of Surveyor James R Clark.

BEARDMORE. 584 Ship's Name. <b>CAMERONIA.</b>	Port of Registry and Nationality. <b>GLASGOW.</b> <b>BRITISH.</b>	Official Number. <b>144242</b>	Gross Tonnage. <b>16000.</b> <b>(EST.)</b>	Date of Build. <b>1920</b>	Particulars of Classification. <b>100 A.1</b> <b>CONTEMPLATED.</b>
Number in Register Book <b>53744</b>					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<b>552.4</b>	<b>70.4</b>	<b>30.3</b>	<b>9322.06.</b>
Length on LOADLINE	<b>550</b>	MEAN Frame Depth <b>11"</b> Rule <b>8%</b>	Ceiling <b>.10</b> Sheer <b>.82</b>	Peak <input checked="" type="checkbox"/> Tanks <input checked="" type="checkbox"/>
CORRECTED DIMENSIONS.	<b>550</b>	<b>69.98</b>	<b>31.22</b>	<b>9322.06.</b>

Moulded Depth as measured **34'-3"** Main Deck. **D**  
 " " " **42'-9"** Spar or Awning Deck. **C**

**KEEL BELOW BASE 1.72**  
**(STRAPS FITTED INSIDE).**

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

Co-efficient of fineness ..... **.77**  
 Any modification necessary [Para. 4 (a) to (e)\*] } **.02** **CELL D.B.**  
 Co-efficient as corrected ..... **.75**

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	<b>550</b> ✓
Length in Table .....	<b>411</b> ✓
Difference .....	<b>139</b> ✓
Correction for 10ft.....	<b>.8</b>
× Difference ÷ 10 =	<b>411"</b> ✓

Allowance for strength in excess of Lloyd's rules =

State particulars—

**42'-9"**  
 ST.G.  $\frac{1}{2}$   
 MAGNESITE **2"**  
 $\frac{42'-11\frac{1}{2}"}{14'-1\frac{1}{4}} = 28-10\frac{1}{4}$

Height of 'Tween Decks.....	<b>C TO D DECKS</b>	<b>8'-6"</b>
(From top of beam to top of beam at side)		
Correction for Height of 'Tween Decks in Spar-decked Ships.....		
Freeboard Table <b>C (9-2<math>\frac{3}{4}</math>)-(3-2)</b> .....	<b>34.25 and .75</b>	<b>6'-0<math>\frac{3}{4}</math>"</b>
Correction for Length.....		<b>11"</b>
Correction for Height of 'Tween Decks in Spar-decked Ships.....		<b>6'-11<math>\frac{3}{4}</math>"</b>
		<b>8-6</b>
		<b>15'-5<math>\frac{3}{4}</math>"</b>
		<b>1-3</b>
		<b>14'-2<math>\frac{3}{4}</math>"</b>
Correction for Strength in excess of Lloyd's rules.....		<b>-1<math>\frac{1}{2}</math>"</b>
<b>&amp; to correspond to approved sub-division load line</b>		<b>14'-1<math>\frac{1}{2}</math>"</b>
Correction for Iron Deck if required.....	<b>2" MAGNESITE.</b>	<b>-1<math>\frac{1}{2}</math>"</b>
Other Corrections (if any).....		

Sheer at Stem ..... **132** at  $\frac{1}{8}$  length from Stem ..... **70**  
 Sternpost... **60** " " " Sternpost... **34**  
 Drop in Sheer abaft amidships..... ✓

Round of Spar-deck Beam..... **4"** } **COVERED.**  
 " " Main-deck " ..... **4"** }

	Length	× Height.	State if open or closed at ends.
Forecastle .....	<b>454'6"</b>	<b>× 8'-6"</b>	<b>SEE SKETCH</b>
Bridge.....			
Poop.....			

Winter Freeboard... } **ALL SEASONS. TO AGREE WITH SUBDIVISION**  
 Summer Freeboard... } **LOADLINE OF 28'04" MLD. STATED BY**  
 Indian Summer Freeboard... } **BUILDERS TO HAVE BEEN APPROVED BY**  
 N. A. Winter Freeboard... } **B.O.T. ON 3RD JUNE 1919.**

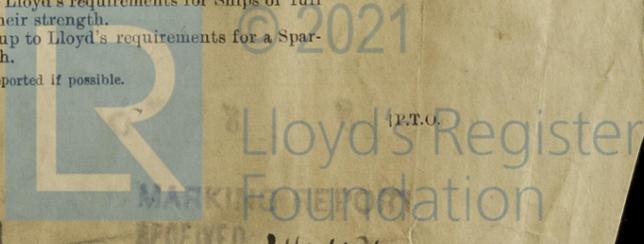
Correction necessary because clearside amidships measured in accordance with the Statute is not taken at inter-section of the **2" magnesite** or wood or iron deck with side } **3/4**

Winter Freeboard from Deck Line ..... } **14'-2"**  
 Summer " " " ..... }  
 Indian Summer " " " ..... }  
 N. A. Winter " " " ..... }  
**3/4" above 2" magnesite on steel "C" Deck** } **14'-2" for all seasons**

**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	" " "	.....

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.  
 \* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.



Do all the Frames extend to the top Height in the Spar deck?  Awning deck? **YES (SCARPED AT D. D<sup>K</sup>)**

Do all the Frames extend to the top height in the Poop?  Bridge House? **YES** Forecastle? **YES (BE & FCE CON)**

To what height do the Reverse Frames extend? **E AND F DECK**

Has the Poop an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop connected with the Bridge House?  Has the Bridge House an efficient Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

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

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted at each end of the Stiffeners?  Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

Has the Bridge House an efficient Iron Bulkhead at the after end? **OPEN (SEE UNDER)**

How are the openings closed?

Is the Forecastle at least as high as the main or top-gallant rail? **YES** Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?

Are the Engine and Boiler openings covered by a Bridge, Poop,  or enclosed by a Strong Iron or Steel Deckhouse? **YES**

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

Give thickness of plating; scantlings and spacing of Stiffeners

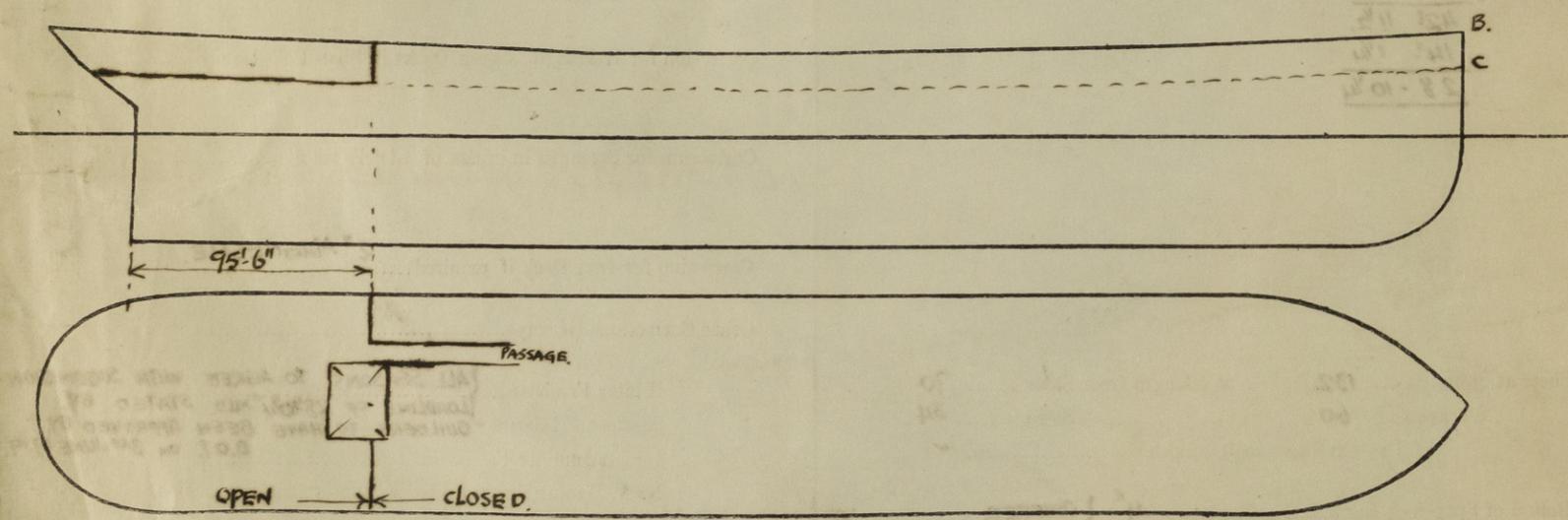
What is the height of the exposed Casings?  Are suitable means provided for closing all openings in them in bad weather? **YES.**

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.	N <sup>o</sup> 142. 18'0" x 14'0" (B. D <sup>K</sup> )		N <sup>o</sup> 3. B. D <sup>S</sup> 11'11" x 14'0"		4. A D <sup>K</sup> . 15'0" x 14'0"		5 BOAT D <sup>K</sup> 12'6" x 14'0"		6 A D <sup>K</sup> 12'6" x 14'0"	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"	30"		18"		18"		18"	
	Thickness	Sides.....	.44	.44	.44		.44		.44	
		Ends.....	.44	.44	.44		.44		.44	
SHIFTING BEAMS OR WEB PLATES.	Number.....	THREE.	TWO.		TWO.		TWO.		TWO.	
	Section and Scantlings.....	PLATE 12" x 30"	12 x 30.		12 x 30.		12 x 30.		12 x 30.	
	Material.....	4 @ 3 x 3 x 42.	4 @ 3 x 3 x 42.		4 @ 3 x 3 x 42.		4 @ 3 x 3 x 42.		4 @ 3 x 3 x 42.	
* FORE AND AFTERS.	Number.....									
	Section and Scantlings.....	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>							
	Material.....									
HATCHES Thickness.....	3"		3"		3"		3"		3"	
Remarks.....	W.P.		W.P.		W.P.		W.P.		W.P.	

\* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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.)



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

**MIDSHIP SECTION AND PROFILE ENCLOSED, and request form attached.**

Owners  
Address

Fee £ 8 : 8 : 0

Received by me