

19 DEC 1924

Index No. 31546
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

ABN. REPORT 13746.

31546

RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
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 Aberdeen
Date of Survey whilst building
Name of Surveyor J. Richardson

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
DONAGHMORE.	<u>Warrington</u> <u>British</u>	<u>140832</u>	<u>582</u> <u>approx.</u>	<u>1924</u>	<u>100. A. I. CONTEMPLATED.</u>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>165.2</u>	<u>27.05</u>	<u>11.15</u>	<u>400.57</u>
Length on LOADLINE.	<u>164.75</u>	MEAN Frame Depth <u>5</u> Rule " <u>4</u> EACH SIDE <u>1</u> " <u>.16</u>	TO TANK <u>11.42</u> Ceiling = <u>FITTED</u> Sheer + <u>.83</u>	Peak } INCLUDED. Tanks }
CORRECTED DIMENSIONS.	<u>164.75</u>	<u>26.89</u>	<u>12.25</u>	<u>400.57</u>

Moulded Depth as measured..... 13.4Addition for Keel below base line for draught record..... 1.2 inches.

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

Co-efficient of fineness.....	$\frac{400.57}{164.75 \times 26.89 \times 12.25} \times 100 = .738$
Any modification necessary { [Para. 4 (a) to (e)]* }	CELLULAR DOUBLE BOTTOM = <u>-.02</u>
Co-efficient as corrected	= <u>.72</u>

Sheer { Stem..... <u>72</u> at { Sternpost ... <u>44</u> }	$116 \div 2 = 58$... Mean	<u>36</u> <u>29.89</u> <u>.83</u>
Sheer at $\frac{1}{2}$ of the length from { Stem <u>39</u> Sternpost <u>23</u> }	$62 \div 2 = 31$... Mean	<u>31</u> <u>.55</u> <u>56.36</u>
Gradual mean Sheer	<u>56.36</u>	
Standard mean Sheer [Table, Para. 18]	<u>26.47</u>	Correction
Difference.....	$29.89 \div 4 = 7.47$	<u>7.47</u> <u>7.2</u>
§ If limited as Para. 18 (f)		

Rise in Sheer from amidships [Para. 18 (e)] { At front of bridge house..... <u>4</u> At after end of forecastle	<u>33.2</u>
¶ Fall in Sheer { Para. 18 (d) } $\div 2 =$ ✓	
Length uncovered	Correction

ALLOWANCE FOR DECK ERECTIONS:—	
Freeboard, Table C.....	<u>0' 4 3/4"</u>
Correction for Length, if required (Para. 12, 13, and 14)	✓
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>1' 4 3/5"</u>
Difference	<u>1' 0 1/4"</u>
Percentage as below.....	<u>68.5</u> <u>65.05</u> <u>- 7.80</u> <u>- 7 1/2</u> <u>- 8.39</u> <u>+ .33</u> <u>- 8.06</u> <u>- 8"</u>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }	
Allowance for Deck Erections	

	Length.	Length allowed.	Height.
Forecastle (CLOSED 18' 11") <u>22' 28.75'</u>	<u>21.08</u>	<u>24.70</u>	<u>7.0</u>
Bridge House	<u>11.0</u>	<u>11.00</u>	<u>7.0</u>
† Raised Qr. Dk.....	<u>94.4</u>	<u>94.33</u>	<u>3.6</u>
Poop.....			
Total	<u>134.08</u> <u>164.75</u>	<u>130.63</u> <u>126.71</u>	<u>7.9</u> <u>7.67</u>
Length of Ship			
Corresponding percentage { (Para. 11, 12, 13, or 14) }	<u>68.5%</u>	<u>65.05</u>	

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—	
Fresh Water Line	above centre of Disc
Indian Summer Line	" " "
Winter Line	below " " "
Winter North Atlantic Line	" " "

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>164.75</u>
Length in Table	<u>160.00</u>
Difference	<u>4.75</u>
Correction for 10ft., Table A.	<u>9</u> Table C.
× Difference divided by 10	<u>4275</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<u>.2137</u> = <u>+ 1/4"</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered	<u>.767</u>
Thickness of usual wood deck, less stringer	<u>3</u> - <u>3"</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>26.1</u>
Round of Beam	<u>7</u>
Normal round.....	<u>6 1/2</u>
Difference	$\frac{1}{2} \div 2 =$ <u>1/4</u>
Proportion of Deck uncovered (Para. 19)	<u>.23</u> <u>.06</u>

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

Freeboard, Table A	<u>2' 0 1/2"</u>
Correction for Sheer	<u>- 7 1/2"</u>
Correction for Length	<u>+ 1' 5 1/4"</u>
Allowance for Deck Erections	<u>- 1' 5 1/4"</u>
Correction for Round of Beam.....	<u>- 3"</u>
Correction for fall in Sheer (if any).....	✓
Correction for Iron Deck (if required)	<u>- 3"</u>
Additions for non-compliance with provisions of { Para. 11 (d) and (e) † }	<u>3' 6"</u>
Other Corrections (if any) HEIGHT OF R.Q.D.†	<u>4-0 1/4"</u>

Winter Freeboard	<u>4' 0 1/4"</u>
Summer Freeboard	<u>3' 10 1/4"</u>
Indian Summer Freeboard	✓
N. A. Winter Freeboard	✓
Correction necessary because clearside amidships, measured at the intersection of the wood or steel deck with side in accordance with the Statute is not taken	<u>1"</u>

Winter Freeboard from deck line	<u>4' 1 1/4"</u>
Summer " " " "	<u>3' 11 1/4"</u>
Indian Summer " " " "	✓
N. A. Winter " " " "	✓
Freeboard (Steel) Deck:—	
3' 11 1/4"	<u>3' 11 1/4"</u>
3"	<u>3"</u>
2"	<u>2"</u>

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If the frames, skin plating, or ceiling are of unusual thickness the breadth of vessel to inside ceiling should be reported if possible.
Allowance for deck erections under Para. 11 where the sheer drops abaft amidships. The R.Q.D. is to be taken from the level of the top of the amidship beam.
The total standard mean sheer means the sheer measured at the stem and stern-
ing poops and forecastles. It means the sheer measured at points distant
length from stem and stern-post.

† 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 draught at the survey, and also the usual load draught forward and aft should be reported.

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Do all the Frames extend to the top height in the Poop? ☒ Yes. Raised Quarter Deck? ☒ Yes. Bridge House? ☒ Yes. Forecastle? ☒ Yes.

To what height do the Reverse Frames extend? none Heavy framing.

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? ☒ Yes.

Give particulars of the means for closing the openings in Bulkhead no openings.

Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒ Yes. Has the Bridge House an efficient Bulkhead at the fore end? ☒ Yes.

Give particulars of the means for closing the openings in Bulkhead no openings.

What is the thickness of the Bridge Front plating? 26" and Coaming plate? 30"

Give scantlings and spacing of the Stiffeners 6" x 3" x 32" B. a. 30" apart.

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

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

How are the openings closed? no openings.

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? ☒ Yes.

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? no.

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? 26" Coaming 30" Stiffers 3" x 3" x 26" spaced 30" and are efficiently constructed.

Give thickness of plating; scantlings and spacing of Stiffeners

What is the height of the exposed Casings? 7' 0" 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:— ☒ Yes.

Position and Size.		Nº 1 = 26'8" x 13'7"		Nº 2 = 28'8" x 13'7"							
Item.	Ship.	Rule.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	3'9"	2'6"	3'4"	2'0"						
	Sides	1/4"	1/4"	1/4"	1/4"						
	Ends	1/4"	1/4"	1/4"	1/4"						
SHIFTING BEAMS OF WEB PLATES.	Number	3	3	3	3						
	Section and Scantlings	7" 3" x 3" x 1/2"	- do -	- do -	- do -						
	Material	Steel	Steel	Steel	Steel						
FORE AND AFTERS.	Number	3	3	3	3						
	Section and Scantlings	Or 7" x 7" x 1/2"	- do -	- do -	- do -						
	Material	Oak									
HATCHES Thickness		2 1/2" W.W.		2 1/2" W.W.							
Remarks		Solid		Solid							

* 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? 26" Strake between Main and Bridge Sheerstrakes? 48" + 40" forward

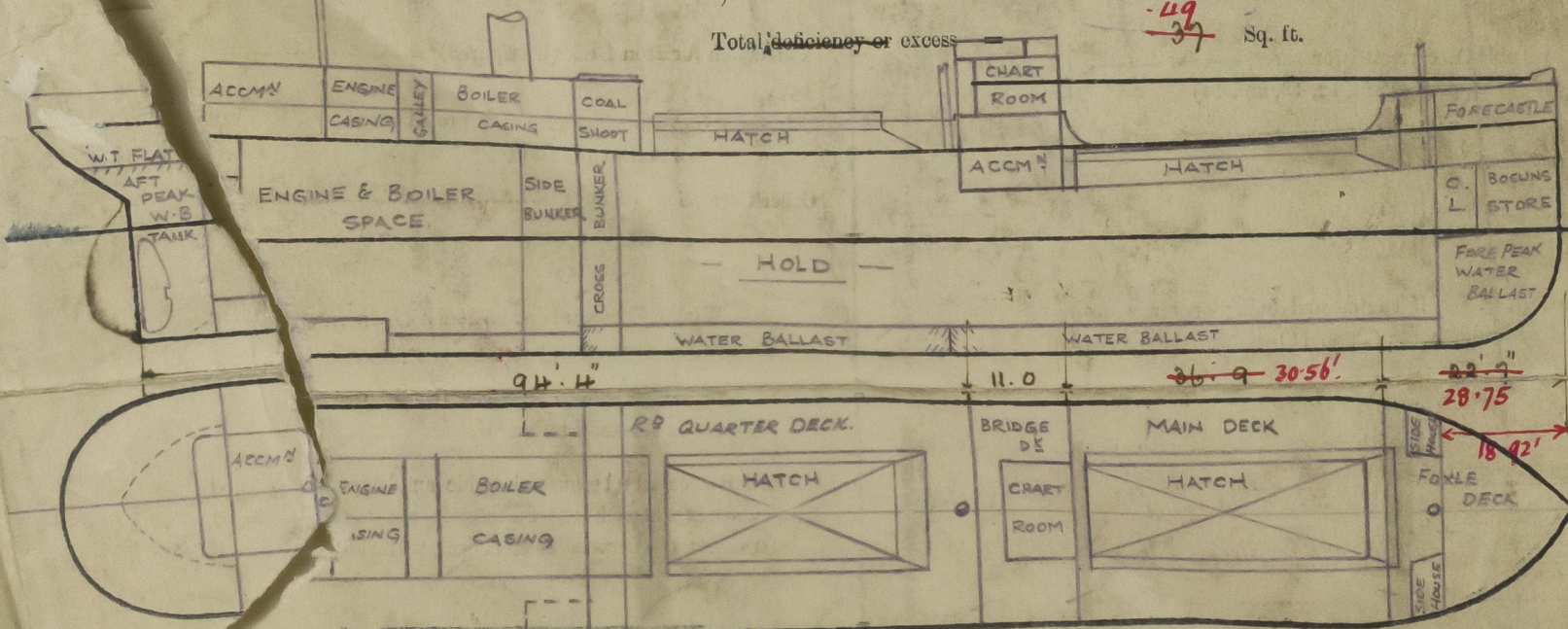
Delete the words { The Crew are, are not, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well 36'75" 30'56"

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 10'2'06 Sq. ft.

Ft. Tenths. Ft. Tenths. No. Freeing Ports (each side of vessel) = 10'57 Sq. ft.

Total deficiency or excess 49'37 Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

Note any special features in the construction of the Vessel Section & Profile forwarded for reference.

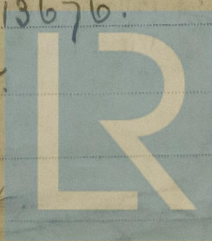
Builder's name and yard number Messrs J. Lewis & Sons Ltd. 4 and No. 76.

Names of sister vessels "Annaghmore" No. 75. Abu Repal. 13676.

Owner Messrs The Saint Helens Colliery & Brick Works Co. Ltd.

Address Wakington.

Received by me See L.R. Report



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