

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD STEAM SHIPS.

Index No. 51-16
(For London Office only.)

No 43746

CLASSES RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR
WITH RALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS
CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey Glasgow
Date of Survey 16 June 1924
Name of Surveyor Geo. Webster

Ship's Name. M.V. ELN BANK Port of Registry and Nationality. Glasgow Official Number. 14,1907 Gross Tonnage. 1924 Date of Build. 1924 Particulars of Classification. +100 A.1 with freeboard (Revised Rules) contemplated

LENGTH.	BREADTH.	DEPT.	UNDER DECK TONNAGE.
<u>420.4</u>	<u>53.9</u>	<u>26.5</u>	<u>4768.25</u>
<u>419.5</u>	Frame Depth <u>13 1/2</u>	Ceiling <u>+20</u>	Peak
	Rule <u>6</u>	Sheer <u>+98</u>	Tanks
	<u>7 1/2</u>		
	<u>-1.25</u>	<u>Level tank.</u>	
<u>419.5</u>	<u>52.65</u>	<u>27.68</u>	<u>4768.25</u>

Moulded Depth measured 29'-2"
Addition for Keel below base line for draught record inches.

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

Efficient of fineness .78
Modification necessary { C.D.B.
[Para. 4 (a) to (e)]*
Efficient as corrected .76

Stem 120.0
Sternpost 48.0
 $168 \div 2 = 84$... Mean
Sheer of the length from { Stem 71
Sternpost 25 } $96 \div 2 = 48$... Mean
Gradual mean Sheer 85.63
Standard mean Sheer [Table, Para. 18] 51.95 Correction
Difference 33.68 $\div 4 = 8.42$
If limited as Para. 18 (f) -8 1/2

Rise in Sheer { At front of bridge house
from amidships {
[Para. 18 (e)] { At after end of forecastle
Fall in Sheer { 13/4 $\div 2 =$
Para. 18 (d) {
Length uncovered ✓ Correction

ALLOWANCE FOR DECK ERECTIONS :—
Freeboard, Table C. 4'-0 3/4
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) 6'-5 3/4
Difference 2'-5 1/2
Percentage as below 94.36
27.60

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

	Length.	Length allowed.	Height.
Forecastle	<u>390.71</u>	<u>390.71</u>	<u>8.0</u>
Bridge House	<u>5.25</u>		
† Raised Qr. Dk.			
Poop	<u>23.54</u>	<u>23.54</u>	<u>8.0</u>
Total	<u>419.50</u>	<u>414.25</u>	
		<u>2.62</u>	
		<u>416.87</u>	
Length of Ship		<u>419.50</u>	<u>.9936</u>

Corresponding percentage { 94.36%
(Para. 11, 12, 13, or 14)

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

Fresh Water Line above centre of Disc
Summer Line
Winter Line below
Winter North Atlantic Line

CORRECTION FOR LENGTH.
Length of Ship on Loadline 419.5
Length in Table 350.0
Difference 69.5
Correction for 10ft., Table A. 1.5 Table C.
× Difference divided by 10 10.42 (if required.)
If 1/10ths length covered divide by 2 5.21 +5 1/4

CORRECTION FOR IRON DECK.
Proportion covered, if less than 1/10ths length covered 3 1/2
Thickness of usual wood deck, less stringer -3 1/2

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships 53.08
Round of Beam 13
Normal round 13.27
Difference .27 $\div 2 = .13$
Proportion of Deck uncovered (Para. 19) Corrected

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

Freeboard, Table A 7-
Correction for Sheer 6-
Correction for Length +3
Allowance for Deck Erections -2'-3 3/4
Correction for Round of Beam -
Correction for fall in Sheer (if any) -
Correction for Iron Deck (if required) -3 1/2
Additions for non-compliance with provisions of Para. 11 (a) and (e) ✓
Other Corrections (if any) ✓

Winter Freeboard 4'-3 3/4
Summer Freeboard 3'-9 3/4
Indian Summer Freeboard 3'-3 3/4
~~N.A. Winter Freeboard~~

Correction necessary because clearsides amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side. +1 3/4

Winter Freeboard from deck line 4'-5 1/2
Summer " " " 3'-11 1/2
Indian Summer " " " 3'-5 1/2
~~N.A. Winter~~ " " " ✓

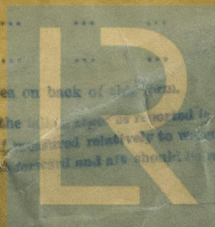
3'-11 1/2
6 1/2

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frames, air planing, or ceiling are of material evidence the breadth of vessel to which ceiling should be reported if possible.

State dimensions of loading port area on back of sheet.
The Surveyor should state whether the height 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 draft of keel, should be reported.

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To the top of the Poop? *Yes*
 Has the Poop been built on the main or top deck? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Shifting boards in ribbed channels full length*
 Is the Poop or Raised Quarter connected with the Bridge House? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Shifting boards in ribbed channels full length*
 What is the thickness of the Bridge front plate? *1/2"* and Coaming plate *1/2"*
 Give scantlings and spacing of the Stiffeners *1/2"*
 Are bracket plates fitted at each end of the Stiffeners? *Yes*
 Has the Bridge House an efficient Iron or Wood Bulkhead at after and? *Yes*
 How are the openings closed? *Shifting boards in ribbed channels full length*
 Is the Forecastle at least as high as the main or top deck? *Yes*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or an efficient Iron or Wood Deckhouse? *Yes*
 If the openings are not so covered, are the exposed parts of the Casings efficiently constructed? *Yes*
 Give thickness of plating; scantlings and spacing of bulkheads *1/2"*
 What is the height of the exposed Casings? *1/2"*
 Are the Weather Deck Houses efficiently constructed and at least equal to the requirements of Section 11 of the Rules for 1901-5? Give particulars below:—

Position and Size.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of Deck	30"	24"	30"	24"	30"	24"	30"	24"
Thickness	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
Number	5	5	5	5	5	5	5	5
Section and Scantlings	17" x 36"	20" x 37"	20" x 37"	20" x 37"	20" x 37"	20" x 37"	20" x 37"	20" x 37"
Material	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel
Number	None	None	None	None	None	None	None	None
Section and Scantlings								
Material								
Number	25	25	25	25	25	25	25	25
Section and Scantlings								
Material								

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 Lead Line if assigned under the Rules, state vertical distance from top of deck to side scuttles to lower edge of lowest side scuttle.)
 Information is to be given in all cases of vessels dealt with under Paras. 11, 12 (under 15' of moulded depth) and under section 11 of the Rules.
 Is the thickness of the Bridge scantlings? *1/2"*

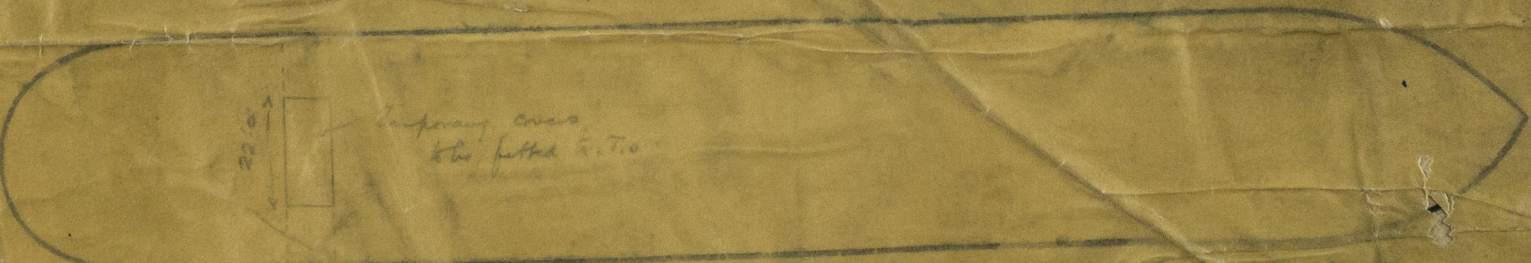
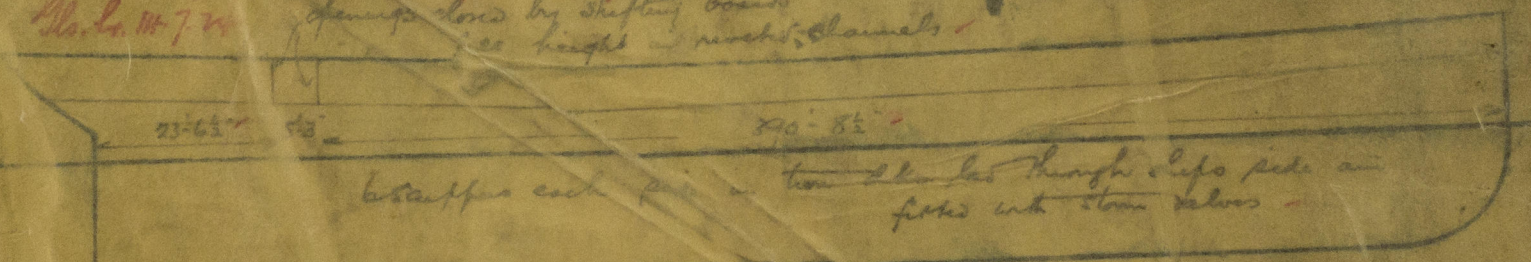
Delete the word "The Draw are, are not, berthed in the bridge house."
 The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Area of Freeing Ports required by Para. 11 (c) each side of vessel = *1/2* Sq. ft.

Ft. Tench. No. Freeing Ports (each side of vessel) = *1/2* Sq. ft.

Total deficiency or excess = *1/2* Sq. ft.

These temporary covers fitted over barge openings
Shifting boards in ribbed channels full length
Shifting boards in ribbed channels full length



Show location of Ports or Tank Top with position of any Breaks in same; also height of Port or Tank Top.

State any special features in the construction of the Vessel.

Builder's name and yard number *Hessan Harlow & Wolff Yards No. 6556*

Names of sister vessels *Sister vessel to M.V. "Dumbank" (Yard No. 643) Harbour Reg. No. 1000*

Owners *Wm. & Co.*

Address *18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100*

For B. 11 : 0 : 0 Received *18th Oct 1901*