

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.

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

 Port of Survey Glasgow
 Date of Survey 28th July, 1926
 Name of Surveyor E. J. Trimblecombe.

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>Adrosian Dryd Ltd No 338</u>					<u>100 A1 with freeboard contemplated.</u>

Registered dimensions from ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.	Moulded Depth as measured	Main Deck.
		<u>35.146</u>	<u>11.604</u>	<u>717 approx</u>	<u>13'-6"</u>	
Length on LOADLINE	<u>211.0</u>	Frame Depth <u>5 1/2</u>	Ceiling <u>+ 20</u>	Peak	<u>21'-0"</u>	upper
		Rule <u>" 5</u>	Sheer <u>+ .43</u>	Tanks		Spar or Awning Deck.
		<u>= -.08 1/2</u>	<u>4" Drop in</u>			
		<u>Spanning</u>	<u>Tanks</u>			
			<u>+ .17</u>			
CORRECTED DIMENSIONS.	<u>211.0</u>	<u>35.06</u>	<u>12.40</u>	<u>1457.0 to 2nd Deck</u>		
			<u>19.90</u>	<u>1230.0 to U.D.</u>		

Co-efficient of fineness .782 (.78 given by Builders)

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

Co-efficient as corrected .76 to 2nd Deck

Allowance for strength in excess of Lloyd's rules =

State particulars—

CORRECTION FOR LENGTH:—

 Length of Ship on Load Line.... 211
 Length in Table 162
 Difference..... 49
 Correction for 10ft..... .5
 × Difference ÷ 10 = 2.45 + 2 1/2"

 Height of 'Tween Decks..... 7'-6"
 (From top of beam to top of beam at side)
 Correction for Height of 'Tween Decks in Spar-decked Ships.....

 Freeboard Table B or C 0 - 5 1/2
 Correction for Length..... + 2 1/2
0.8
 Correction for Height of 'Tween Decks in Spar-decked Ships..... 7-6
8-2

Correction for Strength in excess of Lloyd's rules.....

 Correction for 2 1/2" sheathing on steel
2 1/2" wood deck brk dks - 1
8-1

Other Corrections (if any).....

 Winter Freeboard..... 8-1
 Summer Freeboard..... 7-11
 Indian Summer Freeboard..... 7-9
 N. A. Winter Freeboard..... 8-3

 Correction necessary because clearside amidships measured in accordance with the Statute is not taken at inter-section of the wood on iron deck with side + 1 1/2

 Winter Freeboard from Deck Line 8-2 1/2
 Summer " " " 8-0 1/2
 Indian Summer " " " 7-10 1/2
 N.A. Winter " " " 8-4 1/2
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.

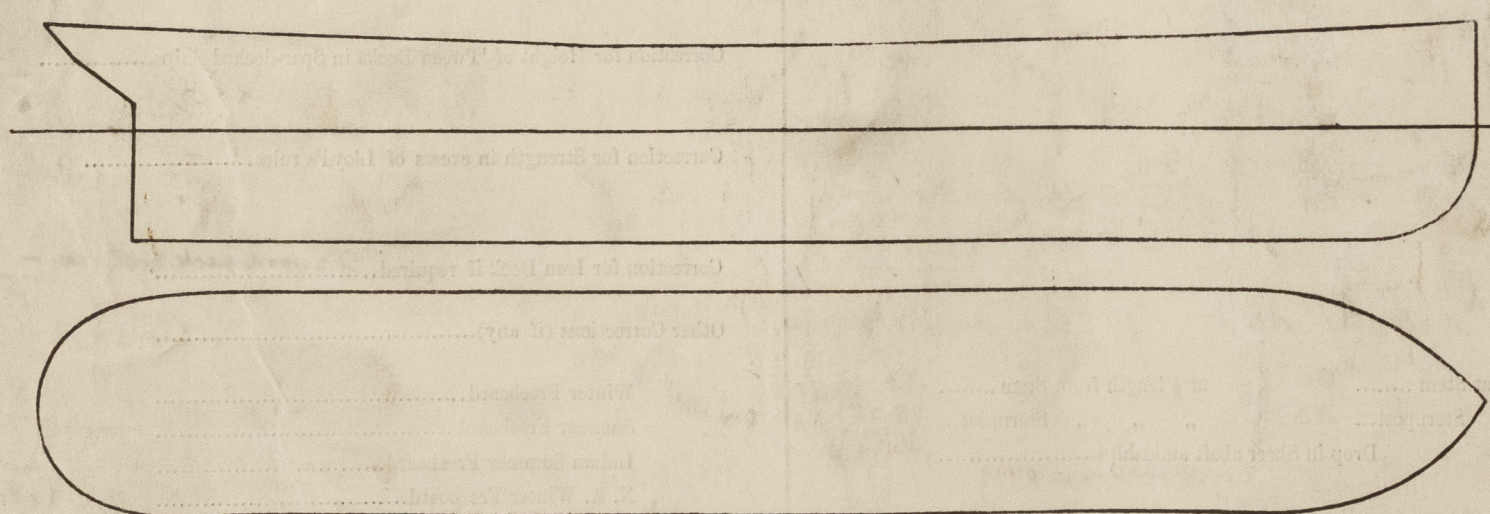
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.

* 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? _____
Do all the Frames extend to the top height in the Poop? _____ Bridge House? _____ Forecastle? _____
To what height do the Reverse Frames extend? _____
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? _____
How are the openings closed? _____
Is the Forecastle at least as high as the main or top-gallant rail? _____ 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? }
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? _____
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.											
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK										
	Thickness { Sides.....										
	{ Ends.....										
SHIFTING BEAMS OR WEB PLATES.	Number										
	Section and Scantlings										
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness											
Remarks.....											

* 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 *Application Form enclosed, together with set of particulars and outline profile. Plans of midship section & profile are enclosed for guidance — these have not yet been approved.*

Owners *Union-Castle Mail Steamship Co. Ltd.*

„ Address _____

Fee £ *5 : 0 : 0*

Received by me *See Irish Entry Rpt.*