

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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

Port of Survey Sunderland
Date of Survey 23rd Oct^r 1911
Name of Surveyor J. S. Shute

Messrs J. L. Thompson & Sons No 483.

Ship's Name.

Port of Registry and Nationality.

Official Number.

Gross Tonnage.

Date of Build.

Particulars of Classification.

S.S. Cento

Number in Register Book Supp. 59

Liverpool
British

131396

3708

1911

100 A1. Longitud. Fram.
(Contemplated).

Registered dimensions from Ships Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>348.8</u>	<u>50.2</u>	<u>23.6</u>	<u>3439.94</u>
Length on LOADLINE.	<u>347.8</u>	MEAN Frame Depth <u>74</u> Rule " <u>5 1/2</u> <u>4 1/2 = 2 x 2 1/4</u> Spanning <u>Fitted</u> . Tanks <u>top level</u> .	Ceiling <u>Fitted</u> Sheer <u>+ 1.00</u> Tanks	Peak <u>Included</u>
CORRECTED DIMENSIONS.	<u>347.8</u>	<u>49.83</u>	<u>24.58</u> <u>.60</u>	<u>3439.94</u>

Moulded Depth as measured.....

25' 11 1/2

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>347.8</u>	✓
Length in Table	<u>311.5</u>	✓
Difference	<u>36.3</u>	✓
Correction for 10ft., Table A.	<u>1.39</u>	Table C.
x Difference divided by 10	<u>5.04</u>	(if required.)
If the length covered divide by 2	<u>+ 5</u>	

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10th length covered	<u>.4308</u>
Thickness of usual wood deck, less stringer	<u>3 1/2</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>48' 10 1/2</u>
Round of Beam	<u>12</u>
Normal round.....	<u>12 1/4</u>
Difference	<u>4 ÷ 2 = 2</u>
Proportion of Deck uncovered (Para. 19)	✓

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

Co-efficient of fineness..... .80 ✓
Any modification necessary }
[Para. 4 (a) to (e)] * }
Co-efficient as corrected78 ✓

Sheer { Stem..... 105 }
at { Sternpost ... 54.5 }
 $159.5 ÷ 2 = 79.75$ Mean 80.68
36 35.9
1.0
Sheer at 1/2 of the length from { Stem 60 }
Sternpost 28.75 } $88.75 ÷ 2 = 44.375$ Mean 80.68
 $79.75 + 80.68 = 80.21$ ✓
Gradual mean Sheer
Standard mean Sheer [Table, Para. 18] 44.78 ✓
Difference..... 35.43 ÷ 4 = 8.86 ✓
§ If limited as Para. 18 (f)..... - 8 3/4

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

¶ Fall in Sheer }
Para. 18 (d) } ÷ 2 =
Length uncovered ✓
Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>2' 11 1/2</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 2 1/2</u>
Freeboard by Table A, corrected for sheer, and for length, } if required (Para. 12, 13, and 14) }	<u>5' 8 1/2</u>
Difference	<u>2' 8 1/2</u>
Percentage as below.....	<u>27.145</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ✓
Allowance for Deck Erections - 8 1/4

	Length.	Length allowed.	Height.
Forecastle.....	<u>31.95</u>	<u>33.0</u>	<u>7.0</u>
Bridge House.....	<u>93.75</u>	<u>93.75</u>	<u>7.0</u>
† Raised Qr. Dk.....			
Poop.....	<u>23.08</u>	<u>23.08</u>	<u>7.25</u>
Total		<u>149.83</u>	
Length of Ship	<u>347.8</u>		
Corresponding percentage } (Para. 11, 12, 13, and 14) }		<u>= 27.145</u>	

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	" " "	...

Winter Freeboard 4' 10 1/4
Summer Freeboard 4' 8 5/4
Indian Summer Freeboard 4' 1 1/2
N.A. Winter Freeboard

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

Winter Freeboard from deck line 4' 5' 11 3/4
Summer " " " 4' 7 1/2
Indian Summer " " " 4' 3 1/2

N.A. Winter " " " 4' 7 1/2

Amended Tables
March 1906.

Q. 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 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.

Do all the Frames extend to the top height in the Poop? *Longitudinal Framing*
 To what height do the Reverse Frames extend? *Longitudinal Framing*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes. Openings = 3' 1" Steel coaming 1' 9" full height in riveted plates.*
 Give particulars of the means for closing the openings in Bulkhead
 Is the Poop or 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 *(Openings = 3' 1") Steel coamings 1' 9" full height in riveted plates with riveted hinges.*
 What is the thickness of the Bridge Front plating? *1/2"* and Coaming plate? *1/2"*
 Give scantlings and spacing of the Stiffeners *Bulwarks 7 1/2 x 3 1/2 x 56 + spaced 36" at Openings = bulk 4 x 3 1/2 x 36*
 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? *(Openings = 3' 1") Steel coamings = 1' 6" + Stormboards full height in riveted grooves.*
 Is the Forecastle at least as high as the main or top-gallant rail? *7' 0"* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *Yes.*
 Are the Engine and Boiler openings covered by a Bridge, Deck, Raised Quarter Deck, 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? *Yes.*
 Give thickness of plating; scantlings and spacing of Stiffeners
 What is the height of the exposed Casings? *Yes.* 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:—

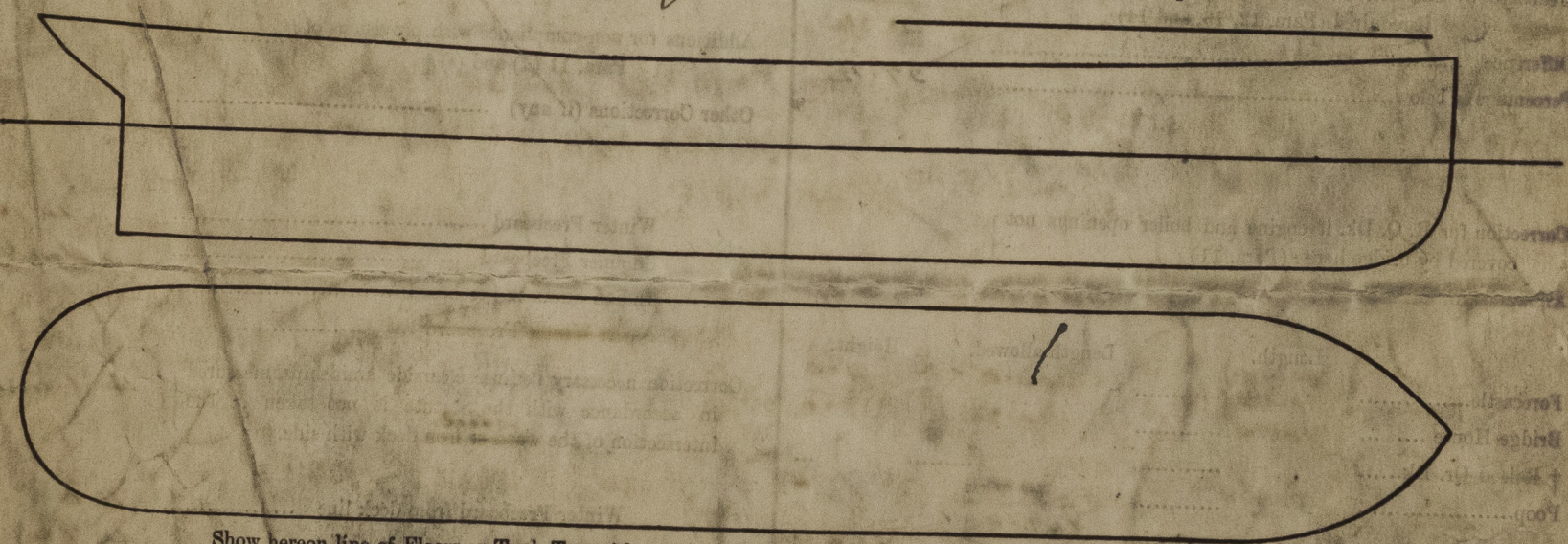
Position and Size.	No 1		No 2		No 3		No 4		No 5	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of DECK	3' 9 3/4"	2' 0"	3' 9 3/4"	2' 0"	2' 0"	1' 6"	3' 2"	2' 0"	3' 2"	2' 0"
COAMING Thickness	Sides.....	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
	Ends.....	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"	1/2"
SHIFTING BEAMS OR WEB PLATES	Number.....	Four.	Four.	Four.	Four.	Four.	Four.	Four.	Four.	Four.
	Section and Scantlings.....	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"	Plates 3/4" x 24" x 26 1/2" Side = 20" x 22 1/2"
	Material.....	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.	Angles 4 x 3 x 40 No brackets fitted. Webs increased in depth in lieu.
* FORE AND AFTERS	Number.....	None	None	None	None	None	None	None	None	None
	Section and Scantlings.....	None	None	None	None	None	None	None	None	None
	Material.....	None	None	None	None	None	None	None	None	None
HATCHES Thickness.....	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
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.)

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? *Strake between Main and Bridge Sheerstrakes?*
 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
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = _____ Sq. ft.
 Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = _____ Sq. ft.
 Total deficiency or excess = _____ 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.

State any special features in the construction of the Vessel *See plans enclosed (2)*

a Provisional Freeboard was assigned to this vessel in the Secretary's Letter dated 17th Nov 1910. Sunderland Freeboard Report No 24650.

Owners

Address

Fee £

Received by me

J. S. Shute



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