

# Verification Report

11b.

Index No. 29451  
(For London Office only.)

## Lloyd's Register of Shipping. SURVEYS FOR FREEBOARD. STEAM SHIPS.

THU. OCT. 28 1920

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP 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 Greenock  
Date of Survey Building  
Name of Surveyor Robert Dunsmuir

Ship's Name. "ELLEN STUB"  
Port of Registry and Nationality. Christiania  
Official Number. 145594  
Gross Tonnage. Building  
Date of Build. Building  
Particulars of Classification. 100A1 (Contemplated)

Number in Register Book 256  
Registered dimensions from ship's Register.  
LENGTH. 300.6  
BREADTH. 43.6  
DEPTH. 21.95  
UNDER DECK TONNAGE. 2369.73  
Length on LOADLINE. 299.75  
Frame Depth 10  
Rule 5  
Ceiling +20  
Sheer +1.06  
Peak Included  
Tanks No  
No Sparring  
+33  
Level Link  
CTED  
SIONS. 299.75  
43.09  
23.21  
2369.73

Moulded Depth as measured..... 24'-3"

NOTE. — If the depth is measured when vessel is afloat, the details of measurement should be reported.  
25'-2"  
3'-2"  
21'-11"

Addition for Keel below base line for draught record..... 2..... inches.

### CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 299.75  
Length in Table ..... 291  
Difference ..... 8.75  
Correction for 10ft., Table A. .... 1.3 Table C. .65  
× Difference divided by 10 1.37... +1 1/4 (if required.) +1/2  
If 1/10ths length covered divide by 2 ✓

### CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered ..... .493  
Thickness of usual wood deck, less stringer ..... 3 1/2  
- 1 1/4

### CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 43'-6"  
Round of Beam ..... 11"  
Normal round.....  
Difference ..... ✓ ÷ 2 = ..... ✓  
Proportion of Deck uncovered (Para. 19) .....

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

Freeboard, Table A ..... 5'-3 1/4"  
Correction for Sheer ..... - 9 1/2"  
Correction for Length ..... + 1 1/4"  
Allowance for Deck Erections ..... 4' - 8 3/4"  
Correction for Round of Beam.....  
Correction for fall in Sheer (if any).....  
Correction for Iron Deck (if required) ..... - 1 3/4"  
Additions for non-compliance with provisions of { ..... }  
Para. 11 (d) and (e) †  
Other Corrections (if any) .....

Winter Freeboard ..... 3' - 9 1/4"  
Summer Freeboard ..... 3' - 5 1/2"  
Indian Summer Freeboard ..... 3' - 1 3/4"  
N. A. Winter Freeboard ..... 3' - 11 1/4"

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 1/2

Winter Freeboard from deck line ..... 3' - 7 1/2" 10 3/4"  
Summer " " " ..... 3' - 5 1/2" 7  
Indian Summer " " " ..... 3' - 1 3/4" 3 1/4"  
N. A. Winter " " " ..... 3' - 11 1/4" 0 3/4"

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

Efficient of fineness..... .798  
Modification necessary {  
Para. 4 (a) to (e)\* } Double Bottom  
Efficient as corrected ..... .77

{ Stem..... 100" } 156 ÷ 2 = 78 Mean 78.4  
{ Sternpost ... 56 } 39.97  
at 1/2 of the length from { Stem 57 1/2 } 86 1/4 ÷ 2 = 43.125 Mean  
{ Sternpost 28 3/4 } 78.4  
al mean Sheer ..... 78.4  
ard mean Sheer [Table, Para. 18] ..... 39.97 Correction  
Difference..... 38.23 ÷ 4 = - 9 1/2  
imited as Para. 18 (f) .....

in Sheer { At front of bridge house .....  
amidships {  
18 (e) } At after end of forecastle .....

in Sheer {  
18 (d) } ÷ 2 = .....  
uncovered ..... Correction

### ALLOWANCE FOR DECK ERECTIONS:—

d, Table C..... 2' - 4 3/4"  
on for Length, if required (Para. 12, 13, and 14) ..... + 1 1/2"  
d by Table A. corrected for sheer, and for length, {  
if required (Para. 12, 13, and 14) } 4' - 8 3/4"  
e ..... 2' - 1 1/4"  
ge as below..... 31.51%  
- 7 3/4"

for R. Q. Dk. if engine and boiler openings not {  
ed by bridge house (Para. 11) }  
for Deck Erections .....

Length.	Length allowed.	Height.
<u>34.38</u>	<u>34.38</u>	<u>7'-6"</u>
<u>85.0</u>	<u>85.0</u>	<u>7'-6"</u>
<u>28.66</u>	<u>28.66</u>	<u>7'-6"</u>
	<u>148.04</u>	
	<u>299.75</u>	<u>.493</u>

of Ship .....  
onding percentage {  
a. N. 12, 13, or 14) } 31.51%

BOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—  
Fresh Water Line above centre of Disc ..... 5'  
Indian Summer Line " " " ..... 4'  
Winter Line below " " ..... 3 1/2'  
Winter North Atlantic Line " " " ..... 5 1/2'

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.

009451-009458-0227

MARKING REPORT  
RECEIVED 29. 7. 21.

21. 6. 21  
marked now  
under British regulations  
only the statutory deck  
line allowed  
22. 6. 21



L.C.	
Do all the Frames extend to the top height in the Poop?	Yes
To what height do the Reverse Frames extend?	Bulk Angle 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	Bulkhead intact
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	Bulkhead intact.
What is the thickness of the Bridge Front plating?	36 and Coaming plate? 40
Give scantlings and spacing of the Stiffeners	4 x 3 x 58 Bulk Angles spaced 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?	Shifting boards fitted in channels riveted to bulkhead.
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?	Open
Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse?	By Bridge Deck.
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? ✓
What is the height of the exposed Casings?	Yes

Are the Weather Deck Hatchways efficiently constructed in accordance with the requirements of Section 28 of the Rules for 1904-5? Give particulars below:—												
Position and Size.		No 1 HATCH 30' x 21'		No 2 HATCH 30' x 21'		No 3 HATCH 30' x 21'		No 4 HATCH 30' x 21'		Ship.	Rule.	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.		
COAMING.	Height above top of DECK	30"	30"	30"	30"	30"	30"	30"	30"			
	Thickness {	Sides.....	48	48	48	48	48	48	48	48		
		Ends.....	44	44	44	44	44	44	44	44		
SHIFTING BEAMS OR WEB PLATES	Number .....	5	5	5	5	5	5	5	5			
	Section and Scantlings .....	PLATE 19" x 36		19" x 36		19" x 36		19" x 36				
	Material STEEL	ANGLES TOP & BOTTOM 4 x 3 x 44		4 x 3 x 44		4 x 3 x 44		4 x 3 x 44				
FORE AND AFTERS.	Number .....	—		2		fore & afters		—				
	Section and Scantlings .....	—		—		—		—				
	Material	—		—		—		—				
HATCHES	Thickness .....	—		3" Solid		Cover		—				
	Remarks.....											

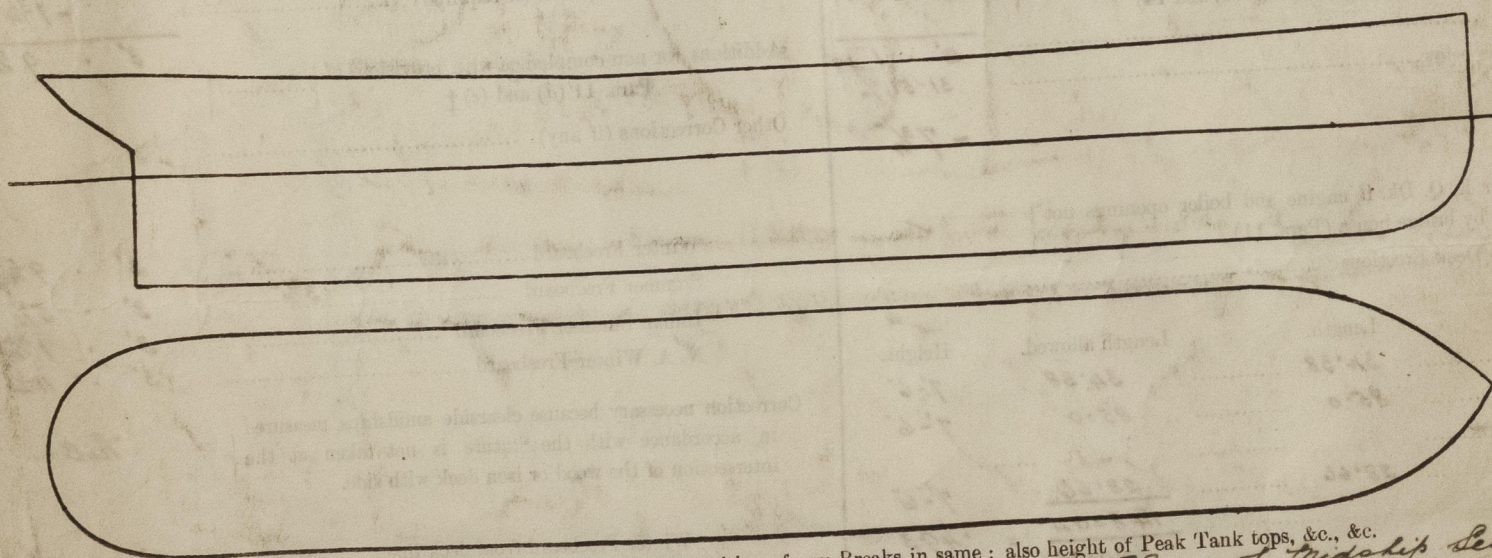
\* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.  
(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 10 feet draught) 13, 14, 15, 16, 17, 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, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842

the thickness of the Bridge Sheerstrake : \_\_\_\_\_

Delete the words that do not apply { The Crew ~~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.

Length of Bulwarks in well			=	✓	Sq. ft.
Area of Freeing Ports required by Para. 11 (e) each side of vessel					
Ft.	Tenths.	No.	} Freeing Ports (each side of vessel)	=	✓ Sq. ft.
x		x			
x		x			
Total deficiency or excess			=		Sq. ft.



the vessel has been built in accordance with the approved Plans of Midship Section Profile & Decks forwarded herewith. A freeboard request form is also attached. State any special features in the construction of the Vessel. This vessel has been assigned a freeboard by the

State any special features in the construction of the Vessel This vessel was  
Koske Veritas, but as the Builder's Contract is to carry a certain deadweight on a British  
Load Line, they wish to know what freeboard would be assigned to the vessel.

OWNERS The Horse Veritas assignment is as follows:- Centre of Disc from top of Tropical waters  
Fresh water

Address

Fee £ 4 : 4 : 0

Received by me

Ice from top of Stringer	3' - 5 1/2'
Tropical Waters	3' - 2"
Fresh Water	3' - 0 1/2'
Winter	3' - 9 1/2'
Winter N. A.	3' - 11 1/2'