

House? *Yes*
deck

Copy within 17220
By John
Lloyd's Register of British & Foreign Shipping.
SURVEYS FOR FREEBOARD.
Verification Report.
17220
17468
1905
17220

Bulkhead at the fore end?

RS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES,
NO POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES,
PORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.
Delete words which do not apply.

Port of Survey *Greenock*
Date of Survey *19th April 1905*
Name of Surveyor *J. French*

ates
Bulk'd. with Bulwarks?

Ship's Name.	Gross Tonnage.	Official Number.	Type of Ship.	Date of Build.	Particulars of Classification.
<i>EMERALD</i> <i>Register Book No 76</i>	<i>✓</i>	<i>✓</i>	<i>Well Dk.</i>	<i>1905</i>	<i>+ 100 A.1 Well Deck</i> <i>(Contemplated)</i>

Bulk'd. at after end?

Length as *230.5* Breadth *34.45* Depth *16.05*
as register.
Loadline *230*
..... *34.45*

Moulded Depth as measured..... *18.5 1/2*
19.0
2.11 1/2
16.0 1/2

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

in bad weather?

16.05
Tons und. Dk. 1014.13
Including poops
x 100
1014.13
34.45 x 16.05 = .797

CORRECTION FOR LENGTH.
Length of Ship on Loadline..... *230.0*
Length in Table *219.5*
Difference *10.5*
1.1
Correction for 10ft., Table A. *11.55*
x Difference divided by 10 *1.155* (if required.)
.57
If $\frac{1}{10}$ ths length covered and Poop or R.Q.D. is connected to Bridge divide by 2 for vessels coming under para.11 *57 x 1/2*

fineness *.797*
tion necessary } *.007 for Cell DB & deep framing*
(a) to (a) * }
corrected *.79*

CORRECTION FOR IRON DECK.
Proportion covered, if less than $\frac{1}{10}$ ths length covered *over 7/10th Covered*
Thickness of usual wood deck, less stringer..... *3 1/2*
P.N. 15544 Correction = *- 3 1/2*

79 } *119* ÷ 2 = *59.5*... Mean
40 }
the length from { Stem *44 1/2* } *65.5* ÷ 2 = *32.75*... Mean
 { Sternpost *21* }
er *34.5*
er (Table, Para. 16)..... *33.0* Correction
Difference..... *26.5* ÷ 4 = *6.63*
34.5 - 6.63 = 27.87

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships..... *33-10*
Round of Beam..... *8 1/2*
Normal round *8 1/2*
Difference *✓* ÷ 2 =
Proportion of Deck uncovered (Para. 17)

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

er { At front of bridge house..... *✓*
hips {
At after end of forecastle *✓*

ALLOWANCE FOR DECK ERECTIONS:—
Table C..... *1-7 1/2*
or Length, if required (Para. 12 and 13)
y Table A. corrected for sheer, and for length, } *2-10 1/2*
if required (Para. 12 and 13) }
..... *1-3*
as below..... *65.16*
- 9 3/4

Freeboard, Table A *3-5*
Correction for Sheer *- 6 1/2*
2-10 1/2
Correction for Length *+ 2-11 3/4*
Allowance for Deck Erections *- 7 3/4*
2-3 1/4
Correction for Round of Beam..... *✓*
Correction for Iron Deck (if required) *- 3 1/2*
1-11 3/4
Additions for non-compliance with provisions of }
Para. 11 (e) and (f) }
Other corrections (if any)..... *Strengthened Bridge*
Front & freeing port area increased
25% *1 3/4*

or R. Q. Dk. less than 4ft. high, or if engine and } *- 2*
openings not covered by bridge house }
or Deck Erections *- 7 3/4*

Winter Freeboard *1-10*
Summer Freeboard *1-7 1/2*
N. A. Winter Freeboard *2-1*
Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side. } *+ 1 1/4*
STEEL

Length.	Length allowed.	Height.
<i>28.5</i> <i>cloned</i>	<i>28.5</i> <i>✓</i>	<i>7-0</i>
<i>57.25</i> <i>do</i>	<i>57.25</i> <i>✓</i>	<i>7-0</i>
<i>Dk. 79.5</i> <i>do</i>	<i>79.50</i> <i>✓</i>	<i>2-6</i>
	<i>165.25</i> <i>✓</i>	<i>.718</i>
Ship	<i>230</i> <i>✓</i>	

Winter Freeboard from deck line § *1-11 1/4*
Summer " " " *1-8 3/4*
N. A. Winter, " " " *2-2 1/4*

ing percentage { *65.16%*
19, or 18

ARD 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	" " "

STEEL
Winter Freeboard from deck line § *1-8 1/2*
4
2 1/2
2 1/2
5 1/2

skin planking or ceiling are of unusual thickness the breadth of vessel to inside should be reported if possible.
allowance for deck erections under Para 11 where the sheer drops abaft amidships height of the R.Q.D. is to be taken from the level of the top of the amidship beam.

+ State dimensions of freeing port area on back of this form.
§ Marked in accordance with Sec. 137, M. S. Act, 1894.

DELETE WORDS WHICH 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 ~~satisfactory~~, satisfactory. *Fore cast gangway fitted between forecastle & bridge*

65 Length of Bulwarks in well

Area of freeing ports required by Para. 11 (f) each side of vessel

13 Sq. Ft.

Freeing Ports (each side of vessel)

Ft. Tenths. Ft. Tenths. No. }
2.5 x 1.66 x 4

= 16.6 Sq. Ft.

Total deficiency = Sq. Ft.

Total excess = 3.6

25% = 3.25

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop? ☒

Do. do. do. in the Raised Quarter Deck? *Yes*

Do. do. do. Bridge House? *Yes*

Do. do. do. Forecastle? *Yes*

To what height do the Reverse Frames extend? *all to main & raised quarter deck*

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 *Steel bulkhead on per Rule*

Is the ~~Poop~~ or raised Quarter Deck connected with the Bridge House? *Yes*

State whether the Bridge House efficiently covers the Engine and Boiler Openings *Yes*

Has the Bridge House an efficient Iron Bulkhead at the fore end? *Yes*

Give particulars of the means for closing the openings in Bulkhead *closed*

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb

Plates, etc. *Bulb angle 8x3x¹⁰/₁₆ spaced 30" apart and two web plates (bracketed by bottom)*

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

How are the openings closed? *closed*

Is the forecastle at least as high as the main or top-gallant rail? *Yes*

Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? *Yes*

Are the Hatchways efficiently constructed? *Yes* What is the thickness of the Hatches? *2 1/2"*

State the height of the Coamings in fore well? *35"* In after well *28"*

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? *Yes*

State any special features in the construction of the Vessel *This is a sister vessel to the*

S/S BJÖRN from oak freeboard report No. 13914

The approved midship section & longitudinal plan are enclosed for reference

Request form attached

*2 Plan
2 RB*

*returned
2/5/05*

*J. G. I.
1.5.05*

new vessel

Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners

Address

Fee £

Received by me



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Lloyd's Register Foundation

Rpt. C.1

having

Mould
Mould
Coeff

Moulded d
Stringer pl
Sheathing
T (L)

Poop e
" "
R.Q.D
"
Bridge
"
F'cle e
"
Trunk
"
Tonnage
"

Station

A.P. ...
1/4 L from A.
2/4 L "
Amidships
3/4 L from F.I
1/4 L "
F.P. ...

Total
Correct
If limit

Deduction
Addition
Atlantic

De
Sun

Deduction fo
Winter
Addition for
required