

31658
N^o 29044

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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 Sunderland
Date of Survey From plans
Name of Surveyor W. B. Collings

with corrugated sides.

Ship's Name. <u>Wm Pickersfill Sons Ltd</u> <u>N^o 215</u> Number in Register Book	Port of Registry and Nationality. <u>Newcastle</u> <u>British</u>	Official Number. <u>4619</u>	Gross Tonnage. <u>1925</u>	Date of Build. <u>1925</u>	Particulars of Classification. <u>A100 A1. (contemplated)</u> <u>Revised Rules</u>
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Registered dimensions from Ship's Register. <u>plans</u>	LENGTH. <u>372.8</u>	BREADTH. <u>54.6 over corrugations</u> <u>57.4 corrugations average</u>	DEPTH. <u>26.85</u>	UNDER DECK TONNAGE. <u>4248.04</u>
Length on LOADLINE.	<u>371.75</u> 374.75	Frame Depth <u>54</u> Ceiling <u>74</u> +20 Rule " <u>6</u> Sheer <u>+61</u> <u>2x 2</u> Tank top level. <u>+33</u> <i>sharring fitted bet. shell + face of frame</i> <u>+21</u>		Peak Tanks } Incl <u>crusher</u> <u>stern</u>
CORRECTED DIMENSIONS.	<u>371.75</u>	<u>52.03</u> 51.58	<u>27.66</u>	<u>4243.04</u> 4213.04 <u>4268.04</u>

Moulded Depth as measured..... 29.3

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

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>371.75</u>
Length in Table	<u>351.00</u>
Difference	<u>20.75</u>
Correction for 10ft., Table A.	<u>1.5</u> Table C. <u>.75</u>
x Difference divided by 10	<u>3.11</u> (if required.) <u>1.4555</u>
If $\frac{1}{10}$ ths length covered divide by 2 = + <u>3.11</u>	<u>+ 1.2</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>.4925</u>
Thickness of usual wood deck, less stringer	<u>3.5</u>
<u>.4925 x 3.5 = 1.72</u>	<u>- 1.34</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>50.0</u>
Round of Beam	<u>12.5</u>
Normal round.....	<u>12.5</u>
Difference	<u>✓ ÷ 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)]* } -.02

Co-efficient as corrected78

Sheer { Stem..... 91 } 134 ÷ 2 = 68.5 ...Mean
at { Sternpost ... 46 } 34.21.92

Sheer at $\frac{1}{3}$ of the length from { Stem 50 } 76 ÷ 2 = 38 ...Mean
{ Sternpost 26 }

Gradual mean Sheer 68.5 + 69.09 = 68.79 69.09

Standard mean Sheer [Table, Para. 18] 44.14 Correction

Difference..... 21.62 ÷ 4 = 5.40

§ If limited as Para. 18 (f) - 5.2

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

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

Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>4.125</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 1.2</u>
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>4.234</u>
Difference	<u>7.125</u>
Percentage as below.....	<u>2.10374</u>
<u>34.75 x 31.44 =</u>	<u>10.9386</u>
<u>100</u>	

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }	✓	
Allowance for Deck Erections	<u>+ 10.3/4</u>	
Length.	Length allowed.	Height.
Forecastle..... <u>35.9 + 2.3</u> <i>w/inghouse</i>	<u>36.50</u>	<u>8.0</u>
Bridge House <u>110.6</u> <i>including 2.6 overhang aft</i>	<u>109.84</u>	<u>8.0</u>
† Raised Qr. Dk.....
Poop..... <u>36.9</u>	<u>36.75</u>	<u>8.0</u>
Total	<u>183.12</u>	<u>.4925</u>
Length of Ship	<u>371.75</u>	
Corresponding percentage (Para. 11, 12, 13, or 14) }	<u>31.44</u>	

Freeboard, Table A	<u>7.334</u>
Correction for Sheer	<u>- 5.2</u>
6 " <u>10.4</u>	
Correction for Length	<u>+ 3.11</u>
7 " <u>12.5/4</u>	
Allowance for Deck Erections	<u>- 10.3/4</u>
6 " <u>2.2</u>	
Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any).....	✓
Correction for Iron Deck (if required)	<u>- 1.34</u>
6 " <u>0.3/4</u>	
Additions for non-compliance with provisions of Para. 11 (d) and (e) † }	
Other Corrections (if any)	✓

Winter Freeboard	<u>6.03/4</u>
Summer Freeboard <u>1.52</u>	<u>5.7/2</u>
Indian Summer Freeboard <u>1.1</u>	<u>5.2/4</u>
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 steel deck with side. }	<u>+ 1.3/4</u>
Winter Freeboard from deck line	<u>6.2 1/2</u>
Summer " " " "	<u>5.9 1/4</u>
Indian Summer " " " "	<u>5.4</u>
N. A. Winter " " " "	✓

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

Fresh Water Line above centre of Disc	<u>5.9</u>
Indian Summer Line " " " "	<u>6.2</u>
Winter Line below " " " "	<u>5</u>
Winter North Atlantic Line " " " "

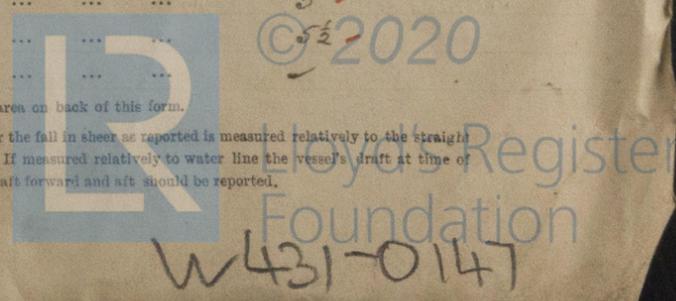
¶ If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

† 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 stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

† 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 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? _____ Raised Quarter Deck? _____ Bridge House? _____ Forecastle? _____

To what height do the Reverse Frames extend? _____

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? _____

Give particulars of the means for closing the openings in Bulkhead _____

Is the Poop or Raised Quarter Deck 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, Raised Quarter Deck, 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.		Ship.	Rule.								
Item.											
COAMING.	Height above top of DECK										
	Thickness										
SHIFTING BEAMS OR WEB PLATES	Number										
	Section and Scantlings										
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES	Thickness										
Remarks											

as approved

* 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 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? _____ Strike between Main and Bridge Sheerstrakes? _____

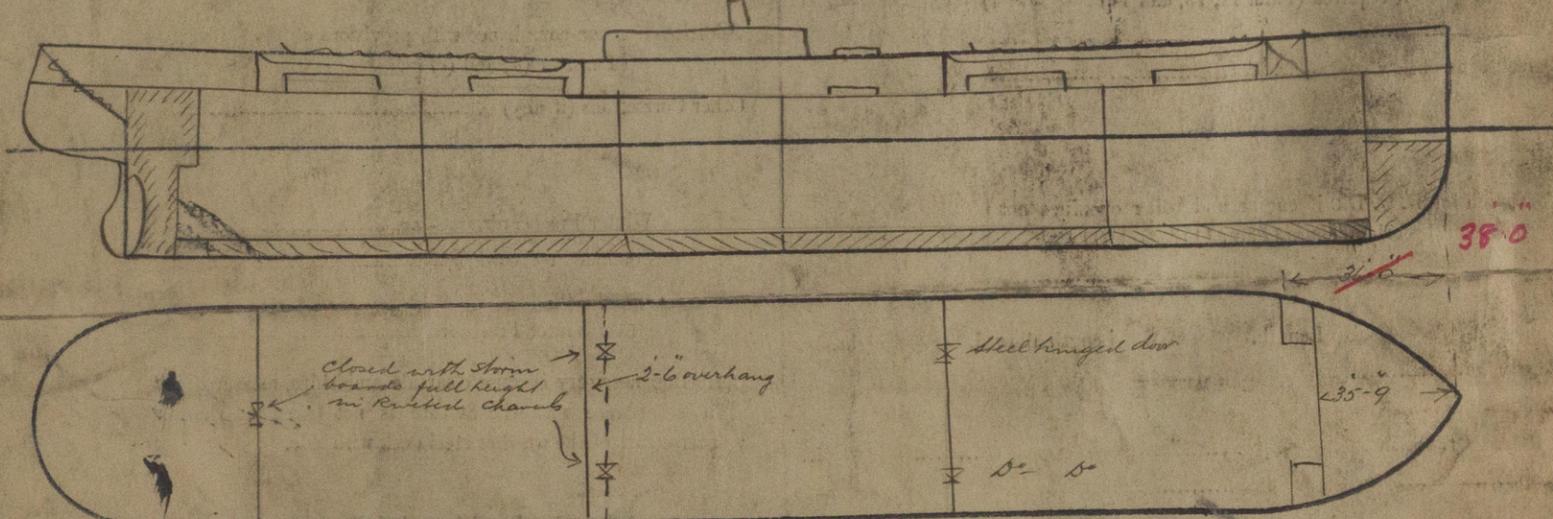
Delete the words } The Crew are, are not, berthed in the bridge house.
 that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well _____ Sq. ft.

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.
	x		x				
	x		x				_____ 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 *Corrugated sides, longitudinal bottom decks*

Builder's name and yard number *Wm Pickersgill Sons Ltd No 215*

Names of sister vessels *No 213 S.S. "Newton Ash"*

Owners *The Tyne-side Line (1920) Ltd. Ridley Son & Tully.*

Address *Newcastle on Tyne.*

Fee £ _____ Received by me _____
Will be charged on completion

