

Resurveying of Lonnage opening

23711
10320

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 *Bristol*
Date of Survey *25.6.19*
Name of Surveyor *E. A. Dryden Toyn*

Ship's Name. *s/s Cato*
Number in Register Book
Port of Registry and Nationality. *Bristol*
Official Number. *154703*
Gross Tonnage. *710.5*
Date of Build. *6/1914*
Particulars of Classification. *51100A1 Shelter dk with Freeboard*

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<i>231-0</i>	<i>30.9</i>	<i>12.0</i>	<i>576.85</i>
<i>730.42</i>	Frame Depth <i>5</i> Rule <i>3 1/2</i> <i>1 1/2</i> <i>-.25</i>	Ceiling <i>filled</i> Sheer <i>-</i> <i>level tank</i>	Peak Tanks
<i>730.42</i>	<i>30.65</i>	<i>12.0</i>	<i>576.85</i>

Moulded Depth as measured..... *14-0 1/2*Addition for Keel below base line
for draught record.....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..... *230.42*
Length in Table *168*
Difference *62.42*
Correction for 10ft., Table A. *1.0* Table C.
× Difference divided by 10 *6.24* (if required.)
If $\frac{5}{16}$ ths length covered divide by 2 *3.12*
+ 3

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered
Thickness of usual wood deck, less stringer *3 1/4*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *30-6*
Round of Beam *7 5/8*
Normal round..... *7 5/8*
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19)

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

ess..... *.68*
ecessary { *6.893*
e)* {
ected *.66*
44 } *66 \div 2 = 33* ...Mean
22 }
length from { Stem *24.3* } *36.4 \div 2 = 18.2* ...Mean
 { Sternpost *12.1* }
er *33.045* $\div .55$
er [Table, Para. 18] *33.042* = *33.09*
Difference..... $\div 4 =$
ra. 18 (f).....

At front of bridge house.....

At after end of forecastle

 $\div 2 =$

Correction

ALLOWANCE FOR DECK ERECTIONS:—

C..... *5*
length, if required (Para. 12, 13, and 14)
ble A. corrected for sheer, and for length, } *2-1 1/2*
f required (Para. 12, 13, and 14) }
..... *1-8 1/2*
low..... *93.80%*

Q. Dk. if engine and boiler openings not
bridge house (Para. 11) } *- 19 1/4*
eck Erections

Length.	Length allowed.	Height.
<i>206</i>	<i>206</i>	<i>7-0</i>
<i>5-6</i>		
<i>18-11</i>	<i>18.92</i>	
	<i>224.92</i>	
	<i>2.75 = 1/2 diff</i>	
	<i>227.67</i>	
	<i>730.42</i>	<i>.988</i>

Length of Ship

Corresponding percentage
(Para. 11, 12, 13, or 14) *93.80%*

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 *6*
Summer Freeboard *4* } *9 1/4*
Indian Summer Freeboard *2*
N. A. Winter Freeboard *8*
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 1/4*

Winter Freeboard from deck line *10 1/2*
Summer " " " " *3 1/2*
Indian Summer " " " "
N. A. Winter " " " " *10 1/2*
3 1/2

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MARKING REPORT

27.6.19

† 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.

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 hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?
 Are bracket plates fitted at each end of the Stiffeners?
 Has the Bridge House an efficient Iron Bulkhead at the after end?
 How are the openings closed? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?
 Is the Forecastle at least as high as the main or top-gallant rail?
 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 Are suitable means provided for closing all openings in them in bad weather?
 What is the height of the exposed Casings?
 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.		Ship.		Rule.		Ship.		Rule.		Ship.	
Item.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.	
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.....															

* 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 tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

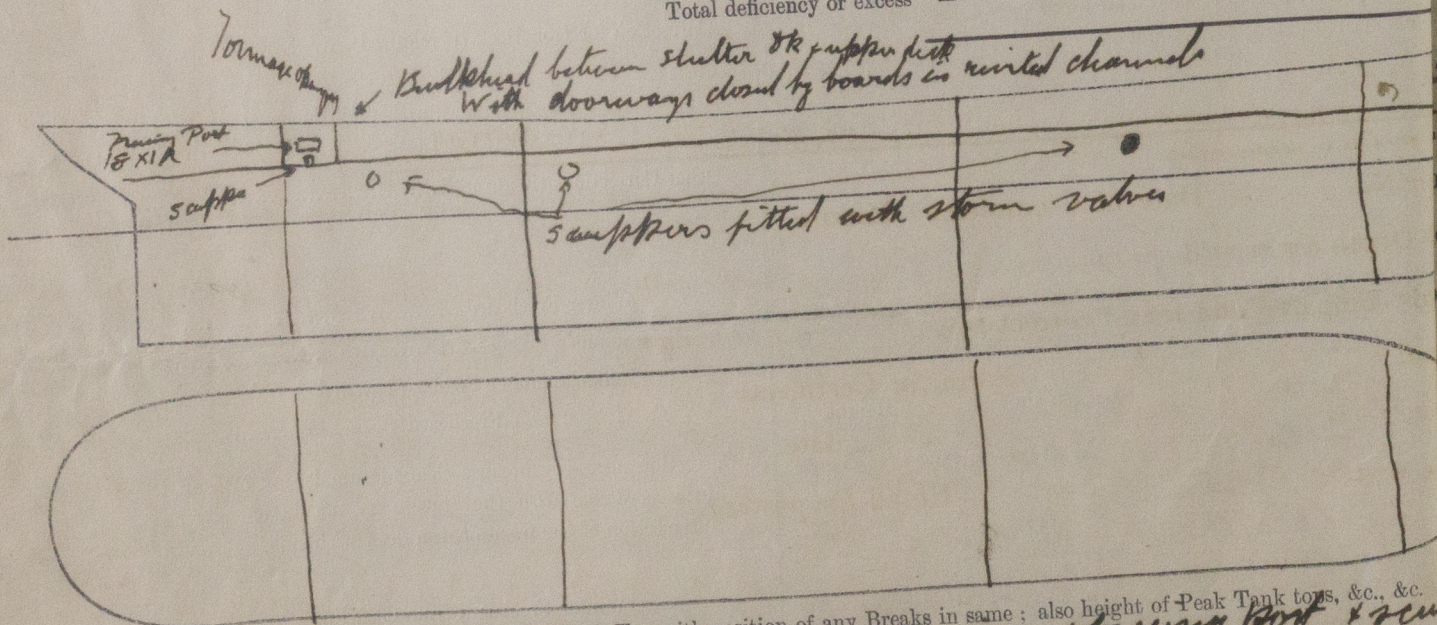
The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Strake between Main and Bridge Sheerstrakes?
 What is the thickness of the Bridge Sheerstrake?

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		x		x			

 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.
Scupper pipes replaced as built, tonnage opening & freeing port & scupper back as original
 State any special features in the construction of the Vessel

Owners *Bristol Stear. Navigation Co Ltd*
 Address *Princes Street, Bristol.*

Fee £

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Received by me *24/6/1908*

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