

pt. 11b. 34693

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 Hull
Date of Survey
Name of Surveyor Wm. Balfour

Ship's Name. <u>Goole S. B. Co 254</u>	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
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Registered dimensions from Ship's Register.	LENGTH. <u>250 x 37.83 x 16-9" Mld. Dimensions</u>	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Length on LOADLINE.	Frame Depth	Rule	Ceiling Sheer	Peak Tanks
CORRECTED DIMENSIONS.	250	37.83	16.95	

Moulded Depth as measured 16-9"
Addition for Keel below base line for draught record.....inches.

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>250</u>
Length in Table	<u>201</u>
Difference	<u>49</u>
Correction for 10ft., Table A.	<u>1.05</u>
× Difference divided by 10	<u>5.15</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>+ 2 1/2</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>68.6%</u>
Thickness of usual wood deck, less stringer	<u>3 1/2</u>
$3 1/2 \times .944 =$	<u>3 1/4</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	
Round of Beam	
Normal round.....	<u>normal</u>
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.

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

Winter Freeboard	<u>1-8 7/8</u>
Summer Freeboard <u>2 1/4</u>	<u>1-5 1/2</u>
Indian Summer Freeboard	<u>1-2 1/2</u>
N. A. Winter Freeboard	<u>1-10</u>

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. 1 1/2

Winter Freeboard from deck line	<u>1-9 1/2</u>
Summer " " " "	<u>1-4</u>
Indian Summer " " " "	<u>1-11 1/2</u>
N. A. Winter " " " "	<u>1-6 1/2</u>

BOARD recommended amidships from centre of Disc to top of Statutory Deck Line, (Steel) Deck :-

Fresh Water Line	above centre of Disc	...
Indian Summer Line	" " "	...
Winter Line	below " "	...
Winter North Atlantic Line	" " "	...

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

Stem..... 78"
Sternpost..... 39"
 $117 \div 2 = 58.5$... Mean
at $\frac{1}{8}$ of the length from { Stem } $\div 2 =$... Mean
{ Sternpost }
Normal mean Sheer Assumed gradual
Normal mean Sheer [Table, Para. 18] 58.5
Difference..... 3.5
 $\div 4 = 5.875$
Corrected as Para. 18 (f)

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

in Sheer }
a. 18 (d) } $\div 2 =$
Deck uncovered

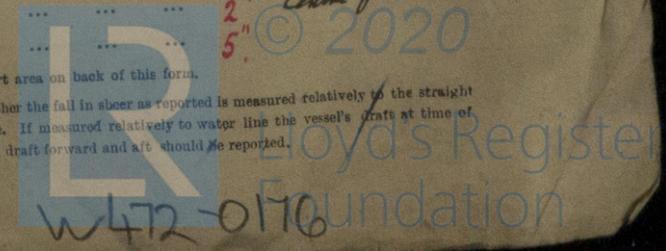
ALLOWANCE FOR DECK ERECTIONS :-
Table C..... 9 1/2
Correction for Length, if required (Para. 12, 13, and 14)

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

Length.	Length allowed.	Height.
House..... <u>23.5</u>	<u>23.5</u>	<u>7-0</u>
House..... <u>53.5</u>	<u>53.5</u>	<u>7-3</u>
House..... <u>94.5</u>	<u>78.5</u>	<u>3-9</u>
Total..... <u>171.5</u>	<u>165.5</u>	<u>66.2</u>
of Ship..... <u>250</u>	<u>250</u>	<u>66.2</u>

Percentage (Para. 11, 12, 13, or 14) 49.3%

† 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.



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.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK										
	Thickness { Sides..... Ends.....	Coamings approved 5'-6" above upper deck + 5ft. above R. Q. D.									
SHIFTING BEAMS OR WEB PLATES.	Number										
	Section and Scantlings	30/5/24									
	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 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.

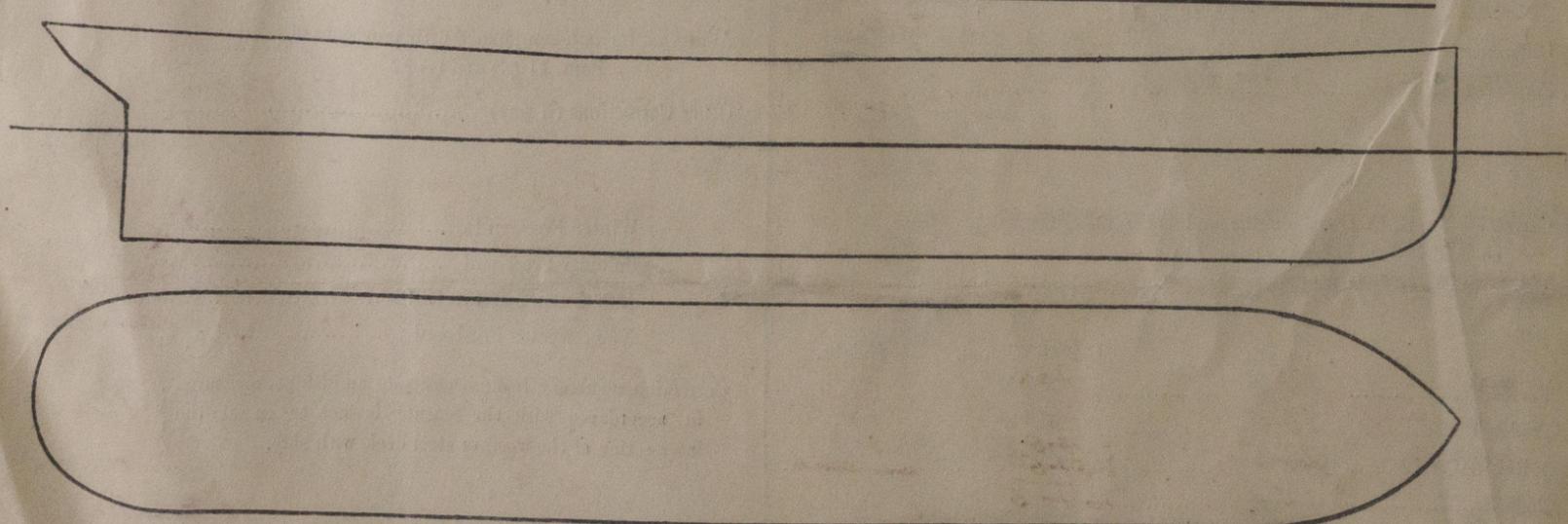
What is the thickness of the Bridge Sheerstrake? _____ Strake between Main and Bridge Sheerstrakes? _____

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.
	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.

State any special features in the construction of the Vessel _____
 Builder's name and yard number _____
 Names of sister vessels _____
 Owners _____
 „ Address _____
 Fee £ _____ : _____ : _____
 Received by me _____