

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 *Malmö*
Date of Survey *4/6 & 15/8 1928*
Name of Surveyor *Admunden*

Ship's Name. <i>M/S POLLUX</i> <i>Hulkms gnd No 156.</i> Number in Register Book	Port of Registry and Nationality. <i>Swedish</i>	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification. <i>*100 A1 Sailing Schooner in hull</i> <i>Longitudinal framing (bentuplaid)</i>
Registered dimensions from Ship's Register. LENGTH. <i>482.7'</i> BREADTH. <i>61.9'</i> DEPTH. <i>36.14'</i> UNDER DECK TONNAGE. <i>7978.93</i>	Length on LOADLINE. <i>466'-0"</i>	Frame Depth <i>11'</i> Ceiling <i>+20'</i> Rule <i>7 1/2</i> Sheer <i>-47</i> Tanks <i>deep</i> <i>2 B. aft +107</i> <i>2 B. fore +9</i>	Moulded Depth as measured <i>36.3"</i> <i>wood dk. less str. 3 1/2"</i> <i>Depth to keel 35-11 1/2"</i> Addition for Keel below base line for draught record <i>1 3/4"</i> inches.		
CORRECTED DIMENSIONS. LENGTH. <i>466</i> BREADTH. <i>61.65</i> DEPTH. <i>35.87</i> UNDER DECK TONNAGE. <i>8094.93</i>					

Co-efficient of fineness *.786*
Any modification necessary [Para. 4 (a) to (e)]* *Bot. length*
Co-efficient as corrected *.79*

Sheer { Stem *90.06*
at Sternpost *40.625* } $\div 2 = 65.34$ Mean *36*
See sketch
Sheer at $\frac{1}{2}$ of the length from { Stem
Sternpost } $\div 2 =$... Mean
Gradual mean Sheer *Plotted* *39.45*
Standard mean Sheer [Table, Para. 18] *56.6* Correction
Difference *17.15* $\div 4 =$
§ If limited as Para. 18 (f) *+ 4 1/4*

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

Fall in Sheer {
Para. 18 (d) } $\div 2 =$
Length uncovered
Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C *(10-1) - (3-3) = 6-10*
Correction for Length, if required (Para. 12, 13, and 14) *+ 2 1/2*
7-0 3/4
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) *10-11*
Difference *3-10 1/4*
Percentage as below *24.06%*
11.13

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)
Allowance for Deck Erections *11 1/2*

See sketch
Length. Length allowed. Height.
Forecastle *57.75* *44.75* *46.52* *7-11"*
Bridge House *35.5* *35.5* *7-8"*
† Raised Qr. Dk. *97.25* *97.25* *7-8"*
Poop *172.50* *172.27*
Total *466.0* *466* *.385*

Corresponding percentage {
(Para. 11, 12, 13, or 14) *24.06%*

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—
Fresh Water Line above centre of Disc
Indian Summer Line " " "
Winter Line below " " "
Winter North Atlantic Line " " "

CORRECTION FOR IRON DECK. *Allowed*
Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer *reduced med. depth*

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships *15 1/4"*
Round of Beam *15 1/8"*
Normal round *0 1/8"*
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19)

Freeboard, Table A *10-1*
Correction for Sheer *+ 4 1/2*
10-5 1/2
Correction for Length *+ 5 3/4*
10-11
Allowance for Deck Erections *- 11 1/2*
9-11 3/4
Correction for Round of Beam
Correction for fall in Sheer (if any)
Correction for Steel Deck (if required)
Additions for non-compliance with provisions of Para. 11 (d) and (e) †
Other Corrections (if any)

Winter Freeboard *9-11 3/4*
Summer Freeboard *7* *9-4 3/4*
Indian Summer Freeboard *8-9 3/4*
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. *+ 1 1/4*

Winter Freeboard from deck line *10-1 1/2*
Summer " " " *9-6 1/2*
Indian Summer " " " *8-11 1/2*
N.A. Winter " " " *9-6 1/2*
6 1/2
7

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 end of survey, and also the usual load draft forward and aft should be reported.

Longitudinal 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 *No openings*

Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *yes*

Give particulars of the means for closing the openings in Bulkhead. *Hinged steel door.*

What is the thickness of the Bridge Front plating? .44" and Coaming plate? .48"

Give scantlings and spacing of the Stiffeners, 250 x 90 x 12 mm

Top connected to bridge dk. longitudinals. Rugged at bottom

Are bracket plates fitted at each end of the Stiffeners? 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? *Shifling boards in channels*

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? *Yes*

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? } *Poop 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? ✓

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:—

[illegible]

* 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? ✓

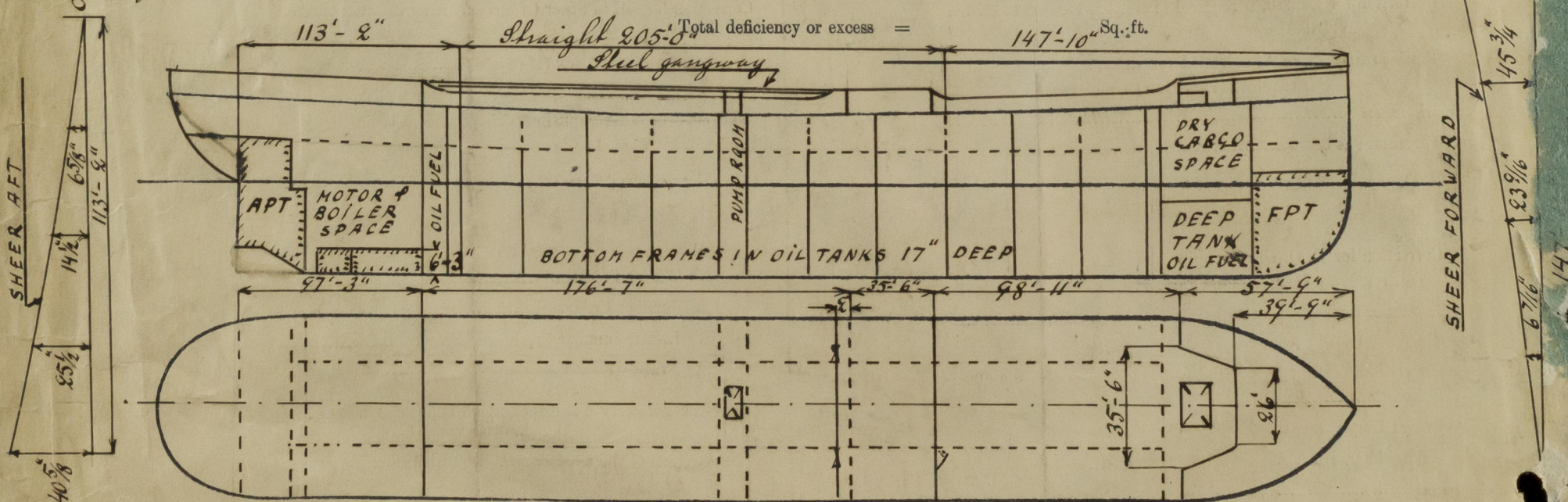
Delete the words that do not apply } The Crew ~~are~~, *are not*, berthed in the bridge house. *Berthed in the poop*
The arrangements to enable them to get backwards and forwards from their quarters *are*, ~~are not~~ satisfactory.

Length of Bulwarks in well 275.5 feet

Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.
1	0	1	0	1
2	0	2	0	2
3	0	3	0	3
4	0	4	0	4
5	0	5	0	5
6	0	6	0	6
7	0	7	0	7
8	0	8	0	8
9	0	9	0	9
10	0	10	0	10
11	0	11	0	11
12	0	12	0	12
13	0	13	0	13
14	0	14	0	14
15	0	15	0	15
16	0	16	0	16
17	0	17	0	17
18	0	18	0	18
19	0	19	0	19
20	0	20	0	20
21	0	21	0	21
22	0	22	0	22
23	0	23	0	23
24	0	24	0	24
25	0	25	0	25
26	0	26	0	26
27	0	27	0	27
28	0	28	0	28
29	0	29	0	29
30	0	30	0	30
31	0	31	0	31
32	0	32	0	32
33	0	33	0	33
34	0	34	0	34
35	0	35	0	35
36	0	36	0	36
37	0	37	0	37
38	0	38	0	38
39	0	39	0	39
40	0	40	0	40
41	0	41	0	41
42	0	42	0	42
43	0	43	0	43
44	0	44	0	44
45	0	45	0	45
46	0	46	0	46
47	0	47	0	47
48	0	48	0	48
49	0	49	0	49
50	0	50	0	50
51	0	51	0	51
52	0	52	0	52
53	0	53	0	53
54	0	54	0	54
55	0	55	0	55
56	0	56	0	56
57	0	57	0	57
58	0	58	0	58
59	0	59	0	59
60	0	60	0	60
61	0	61	0	61
62	0	62	0	62
63	0	63	0	63
64	0	64	0	64
65	0	65	0	65
66	0	66	0	66
67	0	67	0	67
68	0	68	0	68
69	0	69	0	69
70	0	70	0	70
71	0	71	0	71
72	0	72	0	72
73	0	73	0	73
74	0	74	0	74
75	0	75	0	75
76	0	76	0	76
77	0	77	0	77
78	0	78	0	78
79	0	79	0	79
80	0	80	0	80
81	0	81	0	81
82	0	82	0	82
83	0	83	0	83
84	0	84	0	84
85	0	85	0	85
86	0	86	0	86
87	0	87	0	87
88	0	88	0	88
89	0	89	0	89
90	0	90	0	90
91	0			

<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;"> <i>Fore of Bridge</i> <i>Aft " "</i> </div> <div style="margin-right: 10px;"> <div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">2.25</div> <div style="margin-right: 10px;">×</div> <div style="margin-right: 10px;">.75</div> <div style="margin-right: 10px;">×</div> <div>12</div> </div> <div style="margin-right: 10px;">2.25</div> <div style="margin-right: 10px;">×</div> <div>.75</div> <div style="margin-right: 10px;">×</div> <div>24</div> </div> </div>	<div style="display: flex; align-items: center;"> <div style="font-size: 3em; margin-right: 5px;">}</div> <div> Freeing Ports (each side of vessel) </div> </div>	<div style="display: flex; align-items: center;"> <div style="margin-right: 10px;">=</div> <div style="font-size: 2em;">60.75</div> <div style="margin-left: 10px;">Sq. ft.</div> </div>
---	--	--



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 *Longitudinal framing*

Builder's name and yard number Kockums M.V. Skiebolag, yard number 156

Names of sister vessels *M/S "CASTOR" Kirkcums N.Y. Arklicbolag. yard number 155*

Owners *Trelleborgs Angfartygs Nya Aktiebolag*

Address Trelleborg.

Free Lib 254.80

Received by me ✓