

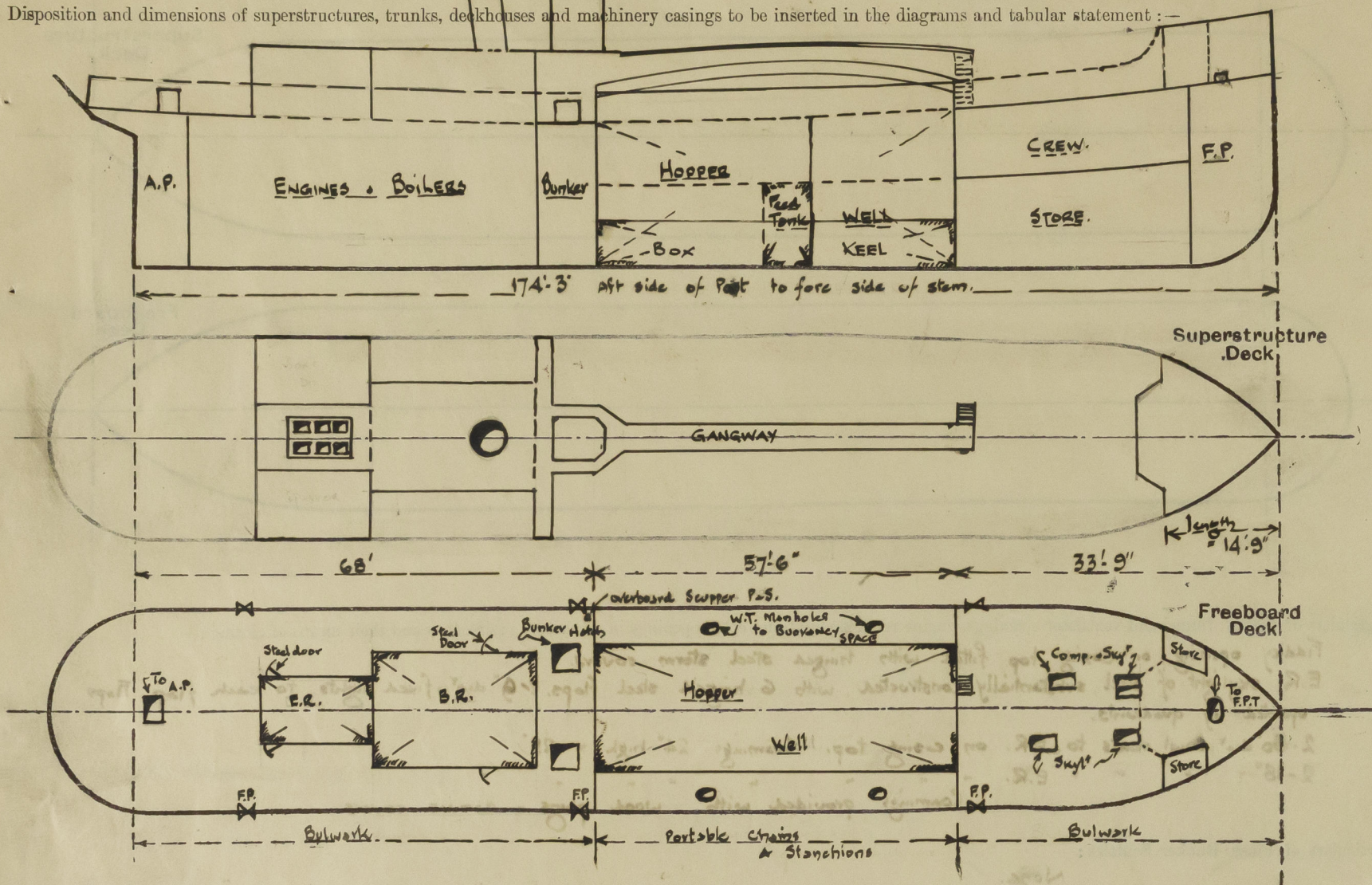
# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

### (CONDITIONS OF ASSIGNMENT.)

Ship's Name "KING'S CHANNEL" Port of Survey LONDON  
 (Hopper Barge)  
 Official Number 132006 Surveyor's Signature E. Lide  
 Nationality and Port of Registry BRITISH LONDON Date of Survey SEP. 1946

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—



Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings	
Poop Bulkhead ... ..	/	/	/	/	/	/	/	/	
Raised Quarter Deck Bulkhead ...									
Bridge, After Bulkhead ... ..									
Bridge, Forward Bulkhead ... ..									
Forecastle Bulkhead ... ..	OPEN.	/	/	/	/	/	/	/	
Trunk, Aft ... ..									
Trunk, Forward ... ..									
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...									
Exposed Machinery Casings on Superstructure Decks ... ..	/	30"	25"	3 x 3 x .30	Abt. 30"	Bracketed at top.	4'5" x 24"	19"	6'6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..		/	/	/	/	/	/	/	/
Deckhouses on Flush Deck Ships ...									

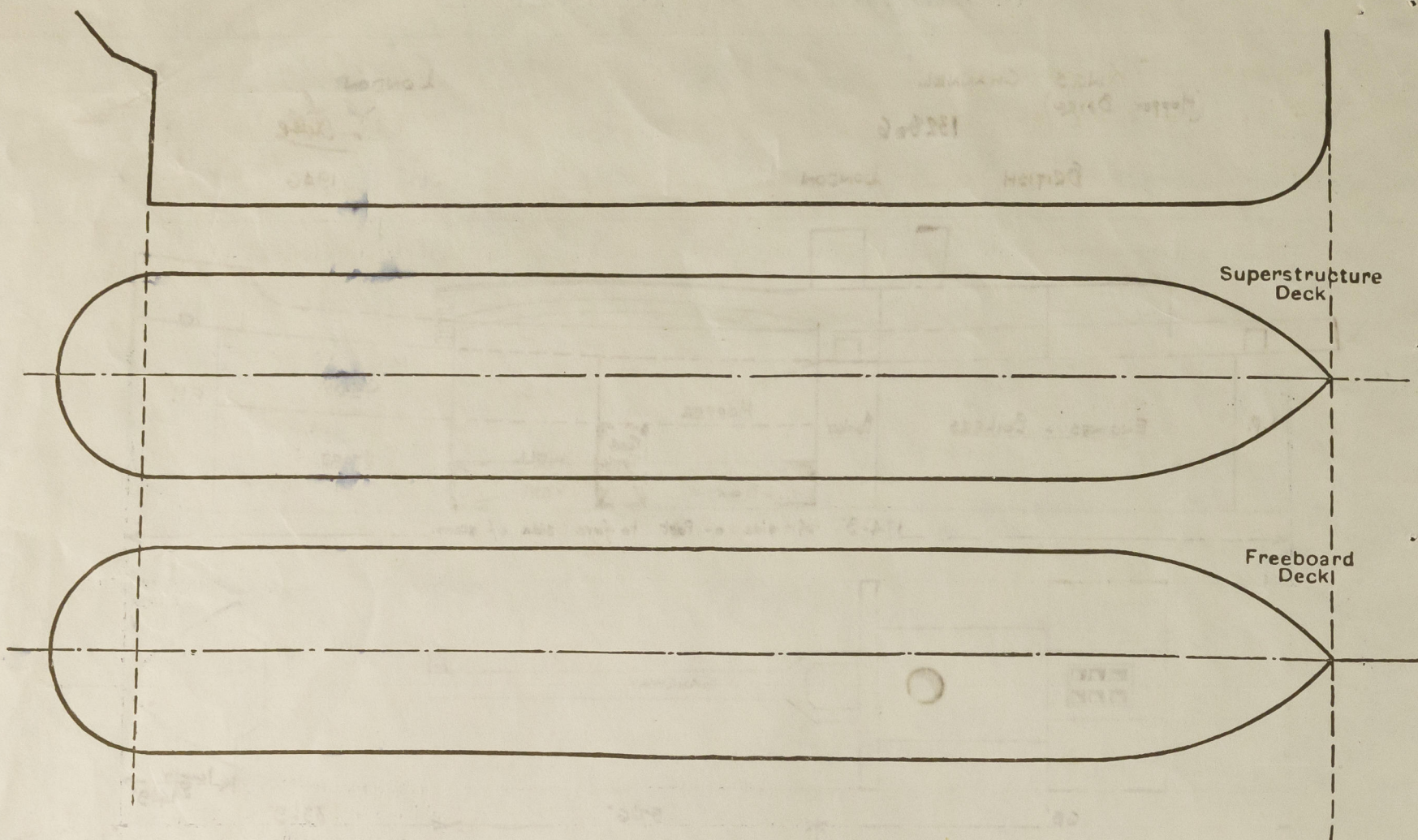
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	...	...	...	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
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## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship :—



Particulars of fiddle, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing :—

Fiddley opening on casing top fitted with hinged steel storm covers.

E.R. skylight of steel, substantially constructed, with 6 hinged steel flaps, 2' 9" dia<sup>r</sup> fixed lights to each flap. Flaps operated by quadrants.

2-30" dia. cow vents to B.R. on casing top. Coaming 24" high x 25"

Cammings provided with wood plugs & canvas covers.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:— On fore deck to Crew's Accom<sup>ts</sup> : 2 combined skylights + companion. Steel coamings 12" above deck with teak wood tops. Hinged wood doors, sills 18" above deck. Doors capable of being operated from both sides. Sliding wood top to companion.

2 skylights in fore deck, over crew's accom<sup>ts</sup>. Steel coamings with teak wood tops. Skylights & companions provided with cleats, buttens & tarpulines for battening down.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

To Aft Peak. 4" dia' Gooseneck vent, 15" high

" Bunker 2 - 4" dia " " " " on p.s.s.

" Buoyancy Spaces abreast Hopper Well; 3 s.s. & 4 p.s. - 4" dia Gooseneck vents 17" high

To Crew (on For deck) 4 - 6" dia<sup>r</sup> mushroom vents 6" high with screw down tops.

2 - 8" dia Cowl vents. Comings 36" high x 28"  
2 - 6" " " " " " " " " " " " "

Gooseneck vents provided with wood plugs

Cowl vents provided with wood plugs & canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :—

One 4"- dia' in f'cle to fore peak. 15" high

One 2 1/2" dia. p.s.s. amidships to feed tanks. 12" high

Wood plugs provided.

Particulars of Gangway Cargo and Coaling Ports:—

None

King's Channel.

Particulars of Scuppers and Sanitary Discharge Pipes :—

2 - 4" dia non return valve from WCs. (P.S. for a) under file. Openings 3' below deck level.

1 - d' door open overboard scupper on pass. abreast aft end of hopper well.

Particulars of Side Scuttles:—

None.

- Vertical distance of Sill of lowest Side Scuttle above top of keel

Particulars of Guard Rails :—

On File: 3'-0" high with top - intermediate rails.

Abrest Hopper Well on Fireboard Dr. pos.s. Portable stanchions & chains. <sup>2 steel wires with shackling screws</sup> 3-0 high.

Particulars of Gangways, Lifelines, etc. :—

Wood gangway fitted on top of strong beam, over hopper well. Gangway of 3" wood, strongly supported with angle stiffeners & brackets. 3' high guard rails at sides. ✓

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After <del>Wall</del> DECK ...	68'	36"	36" x 12"	2	5.0 sq	✓
Forward <del>Wall</del> DECK...	29'	36"	36" x 12"	1	2.5 sq	✓

State position of each freeing port ... (After <sup>deck</sup> ~~Wall~~ :- 12" from fore end & 28' from fore end. 6" above deck edge

(F. and A. position and height above deck edge) (Forward <sup>deck</sup> ~~Wall~~ :- 12" from after end. " " " "

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :- Freeing ports fitted with steel hinged shutters

Additional area where sheer is less than standard.



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.									
Description of Hatchway		Hopper Well	To AFT PEAK	To BUNKER 2 off					
Dimensions of Hatchway		57'6" x 24'	30" x 21"	3'9" x 3'-9"					
COAMINGS	Height above Deck	30"	18"	24"					
	Thickness	} .40 ✓	} .28 ✓	} .30 ✓					
	Sides								
	Ends								
	Stiffeners								
	Brackets, Stays	2 1/2 dia. stays abt 8 aparts	/	/					
HATCH BEAMS	Number	/	/	/					
	Spacing	/	/	/					
	Scantling and Sketch	/	/	/					
	Bearing Surface	/	/	/					
FORE AND AFTERS	Number	/	/	/					
	Spacing	/	/	/					
	Unsupported Lengths	/	/	/					
	Scantling and Sketch	/	/	/					
	Bearing Surface	/	/	/					
HATCH COVERS	Material	/	Wood 2 1/2"	Wood 2 1/2"					
	Thickness	/	/	/					
	How fitted	/	/	/					
	Bearing Surface	/	2"	Thwartship 3"					
Spacing of Cleats		/	20"	24"					
Number of Tarpaulins		/	2	2					
<p>*Are wood fore and afters steel shod at all bearing surfaces? /</p> <p>Are battens and wedges efficient and in good condition? /</p> <p>Are tarpaulins in good condition and in accordance with rule requirements? /</p> <p>Are lashings provided in accordance with rule requirements? /</p>									

Particulars of any special features :—

Endorsement at first survey and at surveys for renewal of Certificate :—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.

