

Lloyd's Register of Shipping.

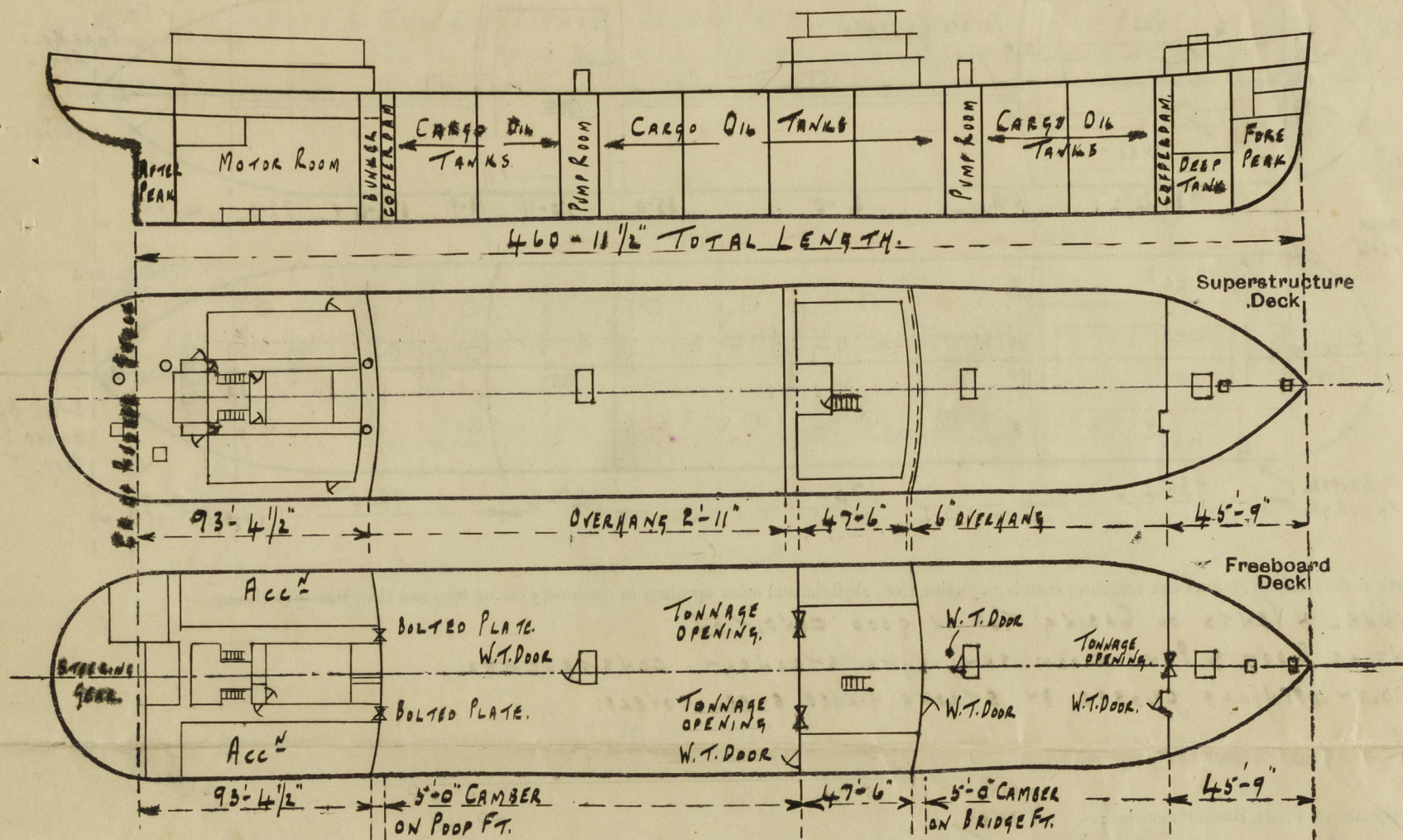
SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

Ship's Name **BRITISH MIGHT**
 Official Number **180565**
 Nationality and Port of Registry **BRITISH LONDON**

Port of Survey **GLASGOW**
 Surveyor's Signature **W. J. Pyle**
 Date of Survey **WHILST BUILDING**

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.

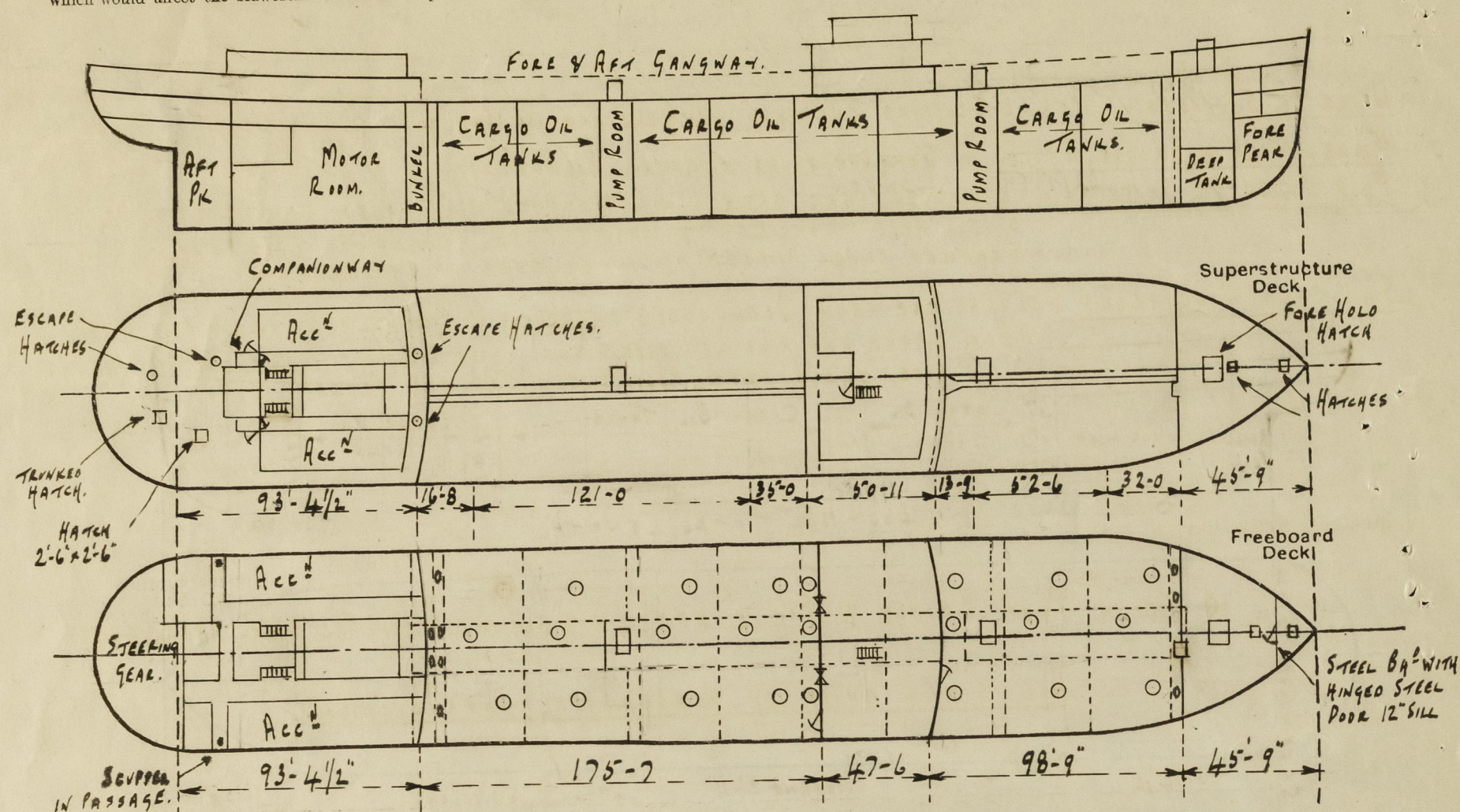
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	—	.44	8x4x.50 A WELDED TOE ON	27"-31"	WELDED TOP & BOTTOM	2@ 5'-0" x 2'-6"	18"	7'-6"
Raised Quarter Deck Bulkhead ...			5x3/8 FLATS WELDED TOE ON					
Bridge, After Bulkhead32	8x6x3x5/16 B.A.S.	30"-33"	WELDED TOP & BOTTOM	2@ 5'-0" x 3'-0" 1@ 5'-0" x 2'-0"	18"	7'-6"
Bridge, Forward Bulkhead46	8x3 1/2 x 4 1/2 A WELDED TOE ON	30"-33"	WELDED TOP & BOTTOM	1@ 5'-0" x 2'-6"	18"	7'-6"
Forecastle Bulkhead ...			8x9x3 1/2 x 7/16 B.A.S.)					
Trunk, Aft Forecastle Bulkhead34	5x3 1/8 FLATS WELDED TOE ON. 8x6x3x5/16 B.A.S.	27"-35 1/2"	WELDED TOP & BOTTOM	1@ 5'-0" x 4'-0"	18"	7'-6"
Trunk, Forward 2 PUMP ROOMS		.40	5x3x.32 A	19"-32"	WELDED TOP & BOTTOM	1@ 4'-3" x 2'-3"	18"	7'-0"
Exposed Machinery Casings on Freeboard or Raised Quarter Decks36	AFT END WELDED TOE ON					
Exposed Machinery Casings on Superstructure Decks ...								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

PROTECTED BY STEEL DECKHOUSE.

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

Poop Bulkhead ...	2 OPENINGS CLOSED BY PLATES SECURED BY 3/4" BOLTS SPACED 3 3/4" APART PASSING THRO BH ²
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	2 TONNAGE OPENINGS CLOSED BY PORTABLE PLATES SECURED BY HOOK BOLTS NOT PASSING THRO' BH ² & 1 W.T. DOOR CLOSED FROM BOTH SIDES.
Bridge, Forward Bulkhead ...	1 HINGED W.T. DOOR CLOSED FROM BOTH SIDES.
Forecastle Bulkhead ...	1 TONNAGE OPENING, CLOSED BY PORTABLE PLATES SECURED BY HOOK BOLTS NOT PASSING THRO BULKHEAD. & 1 HINGED W.T. DOOR CLOSED FROM BOTH SIDES.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks ...	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
2 Main Pump Rooms	2 HINGED W.T. DOORS (ONE EACH HOUSE) CLOSED FROM BOTH SIDES.
Deckhouses on Flush Deck Ships ...	

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:—



FUNNEL & VENTS ON CASING TOP IN GOOD CONDITION.
ENGINE ROOM & PUMP ROOM SKYLIGHTS STRONGLY CONSTRUCTED.
FIDLEY OPENINGS CLOSED BY STRONG HINGED STEEL COVERS.

Particulars of Flush Bunker Scuttles:— *NONE*

ENTRANCES TO PUMP ROOM AT
F'CLE FRONT:- W.T. STEEL
DOOR WITH 18" SILL, CLOSED
FROM BOTH SIDES.

DECKHOUSE ON BRIDGE DEK ENCLOSED LADDERWAY
TO BRIDGE TWEEN DECKS:- ENTRANCE TO
STAIRWAY DOWN TO BRIDGE SPACE FROM WOOD
DOOR IN AFTER END OF SALOON HOUSE WITH 15"
SILL. CLOSED FROM BOTH SIDES.

POOP COMPANIONWAYS:- AT AFTER END
OF POOP DECKHOUSE PDS, PLATING 30"
STIFF, 4 1/2" X 5/8" AT 30" APART WITH
W.T. STEEL DOOR 5'-0" X 2'-0" WITH 18" SILL X
INSIDE WOOD DOOR WITH 12" SILL, CLOSED
FROM BOTH SIDES

Particulars of Ventilators in exposed positions on freeboard and superstructure decks.

2 VENTS ON F'CLE DK 12" DIA, COMING 36" x 34" TO FORE HOLD.	1 VENT ON POOP DK 9" DIA, COMING 30" x 32" TO POOP T. DKS.
3 " " " " 10 " " 36" x 32" - F'CLE & PUMP RM	3 " " " " 8" DIA " 30" x 30" " " "
1 " " " " 8" " " 36" x 30" TO STORE.	14 G.N.V. " " 8" x 4" x 3/8, 30" HIGH TO POOP T. DKS.
1 G.N.VENT " " 8" x 4" x 3/8, 30" HIGH TO F'CLE SPACE.	4 VENTS " BOAT DK 10" DIA, COMING 30" x 32" TO POOP T. DKS.
1 VENT ON UPPER DK 10" DIA, COMING 8" 0" x 32" TO PUMP RM	1 G.N.V. - F'CLE DK 8" x 4" x 3/8, 27" HIGH TO F'CLE SPACE MAGAZINE.
AT F'CLE FT, VENT SUPPORTED FROM F'CLE FRONT.	* 2 VENTS EFFICIENTLY SUPPORTED FROM PUMP RM TOPS
* 4 VENTS ON UPPER DK 21" DIA, COMING 10" 0" x 40" TO MAIN PUMP RMs	& 2 SUPPORTED BY VERTICAL BRACKETS ON UPPER DK.
10 " " BRIDGE DK 6" DIA, " 30" x 30" TO BRIDGE T. DKS.	<u>ALL VENTS CONSTRUCTED IN ACCORDANCE WITH THE RULES.</u>
2 " " POOP DK 10" DIA, " 30" x 32" TO POOP T. DKS.	<u>CLOSED BY STEEL PLATES, MUSHROOM TOPS OR WOOD PLUGS &</u>

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :—	
1 W.T. AIR PIPE ON F'BLE DK 27' HIGH $\times 4"$ DIA TO FORE PK	1 W.T. AIR PIPE ON POOP DK 18' HIGH $\times 2\frac{1}{2}"$ DIA TO STERN COMP
2 " " " " " 18' $\times 4"$ " " DEEP TANK	3 " " " " " 6'6" $\times 3"$ " " TO LUB OIL TANKS
* 2 " " " " " UPPER DK 7'6" $\times 3"$ " " FW COFFM	2 " " " " " 1'6" $\times 4"$ " " TO D.B. OIL FUEL
* 2 " " " " " " 7'6" $\times 4"$ " " AFT COFFM	2 " " " " " 1'6" $\times 2\frac{1}{2}"$ " " TO COFFM
2 " " " " " " 7'6" $\times 4"$ " " BUNKERS.	2 " " " " " 1'6" $\times 3"$ " " TO DRAIN TANK.
4 " " " " " POOP DK 18' $\times 2\frac{1}{2}"$ " " F.W. TANKS.	
2 " " " " " " 18' $\times 3"$ " " AFT PEAK	
1 " " " " " " 18' $\times 3"$ " " RIDGER TRUNK.	
* HINGED FLATS TO FWB AFTER COFFEROAMS	

W. T. ESCAPE DOOR:- FITTED IN STEERING GEAR COMPARTMENT AT AFTER END OF POOP TWEEN DECKS THRO SHELL, STRONGLY CONSTRUCTED WITH STRONG BACKS (OPENING 21" X 21")

Particulars of Scuppers and Sanitary Discharge Pipes :-

UPPER DE SCUPPERS:-	11 x 6 x 2" SCUPPERS CUT THRO GUNWALE BAR IN WELLS.
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FORCING BRIDGE SPACE :- SCREW PLUGS IN AFTER BULKHEAD.

FORECASTLE & BRIDGE SPACE :- SCREWED PLUGS IN AFTER VENTILATORS.
FOUR TWEEN DECK SCUPPERS :- LED OVERBOARD ABOVE L.W.L. & FITTED WITH STORM VALVES AT SHIPS
SIDE, THOSE FROM LAV² & WASH PLACES GEARED TO POOP DECK.
SCREWED PLUGS FITTED AT INNER ENDS IN PASSAGES ONLY.

SANITARY DISCHARGES:- THESE ARE FROM DECKHOUSES ON BRIDGE & POOP DK ALSO FROM POOP TWEEN DECK SPACE AND ARE LED OVERBOARD ABOVE L.W.L. WITH STORM VALVES AT SHIPS SIDE, THOSE FROM POOP TWEEN DKs ARE GEARED TO POOP DK.

10" DIA IN POOP, BRIDGE & F'LE SPACES & FITTED WITH FAB STEEL DEADLIGHTS.

ALL SIDELIGHTS OF SUBSTANTIAL CONSTRUCTION.

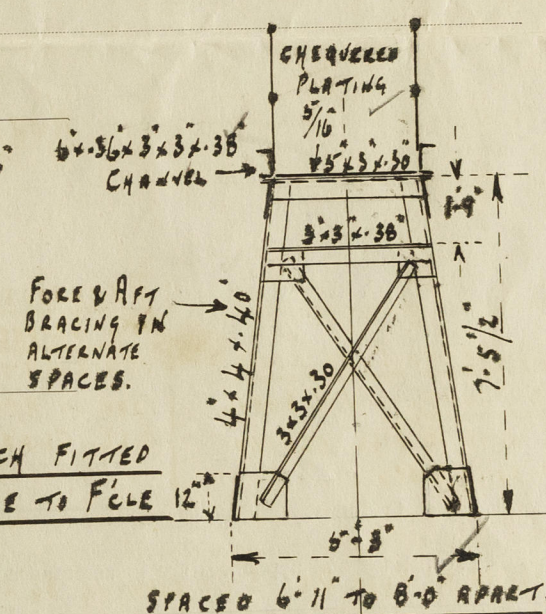
Vertical distance of Sill of lowest Side Scuttle above top of keel NONE BELOW UPPER DECK.


Particulars of Guard Rails:— STANCHIONS 2'-6" HIGH WITH 3 RAILS SPACED 4'-0" APART ON F'CE, BRIDGE, PROPOSED UPPER DECK.

FORE & AFT GANGWAY:- STANCHIONS 3'-6" HIGH, SPACES 4'-0" TO 4'-6" APART WITH 2 RAILS.

Particulars of Gangways, Lifelines, etc. :—

GANGWAY AS PER SKETCH FITTED
FROM POOP TO BRIDGE AND BRIDGE TO FOLE 12th



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 Well ... 172-8 ...	16'-8" FROM POST 35'-0" AFT OF BRIDGE OVERHANG	3'-6" 3'-6"	1 @ 36"x9" 1 @ 36"x9"	2	OVER 5'0" / 8" OPEN RAILS	} OPEN RAILS FOR 1/2 LTH OF EXPOSED PART OF WEATHER DECK
Forward Well ... 98-3 ...	13'-9" FWD OF BRIDGE OVERHANG. 32'-0" AFT OF FLG	3'-6" 3'-6"	1 @ 36"x9" 1 @ 36"x9"	2.	OVER 5'0" / 8" OPEN RAILS	
State position of each freeing port			{ After Well :- 1'-0" FWD OF POOP TO AFTER SIDE OF FREEING PORT } 13" ABOVE DECK. 1'-0" AFT - BRIDGE END FWD " " " (F. and A. position and height above deck edge) { Forward Well :- 1'-0" FWD OF FT x AFT " " " 1'-0" AFT - FLEET FWD " " " } 13" ABOVE DECK.			
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :-				None		
Additional area where sheer is less than standard.						
<div style="display: flex; justify-content: space-between;"> <div> <u>OPEN RAILS FITTED BETWEEN BULWARKS IN AFTER WELL</u> " " " " " FORE " </div> <div> 12'-0" 5'-2'-6" </div>  </div>						

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

		HATCHWAYS ON FREEBOARD DECK					SUPERSTRUCTURE DECK.				
		24 OIL HATCHES	MANHOLES TO COFFIN & BUNKERS	HATCH IN FLE TO CHAIN LOCKER	HATCH IN FLE	HATCH ON FLE TO FORE HOLD	FLE DK HATCH TO PEAK	FLE HATCH TO FLE	POOP DK HATCH	POOP DK HATCH	ESCAPE HATCHES ON POOP
Description of Hatchway	...	4'-0" DIA.	8 @ 23x18	2'-0" x 2'-0"	2'-6" x 2'-6"	9'-0" x 10'-0"	2'-6" x 2'-6"	2'-0" x 2'-6"	2'-6" x 2'-6"	3'-0" x 2'-3"	4 @ 18" DIA.
Dimensions of Hatchway	...	4'-0" DIA.	8 @ 23x18	2'-0" x 2'-0"	2'-6" x 2'-6"	9'-0" x 10'-0"	2'-6" x 2'-6"	2'-0" x 2'-6"	2'-6" x 2'-6"	3'-0" x 2'-3"	4 @ 18" DIA.
COAMINGS	Height above Deck	10 x 3/4	8 x 3 1/2 x 50	9 x 3 1/2 x 44	9 x 3 1/2 x 44	30 1/2					9"
	Thickness	FLAT	ANGLE	B.A.	B.A.	.44					.44
	Sides Ends	WELDED	WELDED			.44					FLAT
	Stiffeners	TO DECK.	WELDED TO DECK			6 x 3 x 32 BA					WELDED
HATCH BEAMS	Brackets, Stays										
	Number		TO FORM CHANNEL			HATCHWAY TRUNKED TO UPPER DK				TRUNKED TO UPPER DK	TO DECK
	Spacing					30				26"	
	Scantling and Sketch					PLATING WITH STIFF				PLATING	
FORE AND AFTERS	Bearing Surface					3 x 2 1/2 x 5/16 ANGLES 27" APART.					
	Number										
	Spacing										
	Unsupported Lengths										
HATCH COVERS	Scantling and Sketch										
	Bearing Surface			W.T.	W.T.	W.T.					W.T.
	Material	STEEL PLATES	STEEL PLATE	STEEL PLATE	STEEL PLATE	STEEL COVER .44	W.T. STEEL COVERS				STEEL COVER .38
	Thickness	.40	.44	.44	.44	3-6 x 3 x 38 BA	.44				38"
HATCH COVERS	How fitted	HINGED	BOLTED	HINGED	HINGED	STIFF ON COVER					SECURED BY SPINDLE
	Bearing Surface	WITH TOGGLES	WITH TOGGLES	WITH TOGGLES	WITH TOGGLES	TOGGLES	HINGED WITH TOGGLES				STRONG BACK & BUTTERFLY ON UNDERSIDE
	Spacing of Cleats	20" APART.	W.T. PITCH.	18" - 16" APART.	16" - 22" APART.	16" - 19" APART.	14" - 22" APART.				
	Number of Tarpaulins	20									

*Are wood fore and afters steel shod at all bearing surfaces?
 Are battens and wedges efficient and in good condition?
 Are tarpaulins in good condition and in accordance with rule requirements?
 Are lashings provided in accordance with rule requirements?

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.

