

Colinore 193
 Form L.L. 4.
 Copenhagen
 "Vendula"

Form L.L. 4. sent to B. O. T. on 27 MAR 1930

4374

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT.

SURVEY FOR FREEBOARD OF STEAM-SHIP
 having Prop. Bridge and Forecastle disconnected
 Port of Survey Copenhagen
 Date of Survey During construction
 Name of Surveyor A. Chr. Brønsen

State type of erections.

| Ship's Name. | Gross Tonnage. | Official Number. | Port of Registry and Nationality. | Date of Build. | Particulars of Classification. |
|---------------------|----------------|------------------|-----------------------------------|----------------|--------------------------------|
| <u>"P. N. Damm"</u> | <u>2832.28</u> | <u>-</u> | <u>Copenhagen Danish</u> | <u>1929</u> | <u>B. S. X.</u> |

48.42
 2.04
 92.96
 2
 92.96

Frame 9.26 mean
 Rule 5.5
 $\frac{3.76 \times 2}{12} = .626$

Registered Length as shown by Ship's Register } 326.8
 Breadth 48.42 Depth 19.89
 Sheer Correction } +1
 Length on Loadline 326.3
 Breadth 47.4967 20.89
 Sparring fitted Ceiling fitted

Moulded Depth as measured 22'-3"
 NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported

Depth 2471.2 Tons Und. Dk. 2545
 $\frac{2471.2}{2645} \times 100 = 93.43$
 $326.3 \times 47.49 \times 20.89 = 79.764$
 Tonnage in Peaks

CORRECTION FOR LENGTH.

| | |
|---|-----------------------|
| Length of Ship on Loadline | <u>326.3</u> |
| Length in Table | <u>267</u> |
| Difference | <u>59.3</u> |
| Correction for 10 ft., Table A. | <u>1.2</u> |
| Table C. (if required.) | |
| × Difference divided by 10 | <u>4.116</u> |
| If $\frac{1}{10}$ ths length covered by erections divide by 2 | <u>3.558 = 3 1/2"</u> |

Co-efficient of fineness .79 .76
 Any modification necessary } -.02
 [Para. 4 (a) to (e)] *
 Co-efficient as corrected .77 .74

CORRECTION FOR IRON DECK.
 Proportion covered, if less than $\frac{1}{10}$ ths length covered
 Thickness of usual wood deck, less stringer 4" - 3/8" = 3 5/8"

78.63
 42.63
 436
 979
 1

Sheer at Stem 108
 at Stern-post 49
 $\frac{157}{2} = 78.5$ Mean
 Sheer at $\frac{1}{8}$ of the length from Stem 59.5
 Stern-post 24
 $\frac{86.5}{2.55} = 78.63$
 Gradual Mean Sheer 78.54
 Standard Sheer (Table, Para. 18) 42.63
 Difference 35.91 $\div 4 = 8.985 = 9"$

CORRECTION FOR ROUND OF BEAM.

| | |
|---|----------------|
| Breadth at Gunwale amidships | <u>48.25</u> |
| Round of Beam | <u>12.25</u> |
| Normal round | <u>12.06</u> |
| Difference | <u>.19</u> |
| Proportion of Deck uncovered (Para. 19) | <u>14.22</u> |
| | <u>say nil</u> |

Rise in sheer } At front of bridge house
 from amidships } At after end of forecastle
 Fall in sheer $\div 2 =$

| | | |
|--|-------------------|------------------|
| Freeboard, Table A. @ <u>7 1/4</u> and <u>22'-3"</u> | <u>4'-4"</u> | <u>H-6</u> |
| Correction for Sheer | <u>- 9"</u> | <u>- 9"</u> |
| Correction for Length | <u>+ 3 1/2"</u> | <u>+ 3 1/2"</u> |
| Allowance for Deck Erections | <u>1'-3 3/8"</u> | <u>1'-3 3/8"</u> |
| Correction for Round of Beam | <u>2'-10 3/8"</u> | <u>2'-9 1/4"</u> |
| Correction for Iron Deck (if required) | <u>- 3 5/8"</u> | <u>- 3 5/8"</u> |
| Additions for non-compliance with provisions of Para. 11 (d) and (e) † | | |
| Other Corrections (if any) | | |

ALLOWANCE FOR DECK ERECTIONS:—
 Freeboard, Table C @ 7 1/4 and 22'-3" 1'-10 9/16"
 Correction for Length, if required (Para. 12, 18, and 14)

Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 18, and 14) } 3'-10 9"
 Difference 2'-0 1/4"
 Percentage as below 62.48
15.04 .224

| | | |
|---|-------------------|-------------------|
| Winter Freeboard | <u>2'-6 3/4"</u> | <u>2'-5 5/8"</u> |
| Summer Freeboard | <u>2'-3"</u> | <u>2'-1 7/8"</u> |
| Indian Summer | <u>1'-11 1/4"</u> | <u>1'-10 3/8"</u> |
| N. A. Winter Freeboard | <u>2'-8 3/4"</u> | <u>2'-7 5/8"</u> |
| Correction necessary because clearside amidships measured in accordance with the Statute is not taken at the intersection of the deck with side | <u>1 1/2"</u> | <u>1 1/2"</u> |
| Winter Freeboard from deck line § | <u>2'-8 1/4"</u> | <u>2'-7 1/8"</u> |
| Summer " " " " | <u>2'-4 1/2"</u> | <u>2'-3 3/8"</u> |
| Indian Summer " " " " | <u>2'-0 3/4"</u> | <u>1'-11 5/8"</u> |
| N.A. Winter " " " " | <u>2'-10 1/4"</u> | <u>2'-9 3/8"</u> |

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house }
 Allowance for Deck Erections 1'-3 3/4"
1'-3 3/4"

| | Length. | Length allowed. | Height. |
|---|-------------------|-----------------|---------------|
| Forecastle | <u>30'-9 5/8"</u> | <u>30'-8"</u> | <u>8'-0"</u> |
| Bridge House | <u>216'-9"</u> | <u>216'-64"</u> | <u>8'-0"</u> |
| † Raised Qr. Dk. | | | |
| Poop | <u>22'-8"</u> | <u>22'-64"</u> | <u>8'-0"</u> |
| Total | | <u>240'-14"</u> | |
| Length of Ship | | <u>326.3</u> | |
| Corresponding percentage (Para. N, 12, 13, or 14) | | | <u>62.48%</u> |

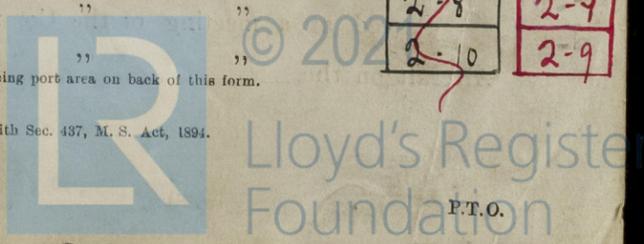
FREEBOARD recommended amidships from centre of disc to top of Statutory Deck Line, Wood (Iron) Upper Deck:—

| | | | | |
|----------------------------|-------------------------------------|-------------------------|-------------------|-------------------|
| Fresh Water Line | <u>5</u> ins. above centre of Disc. | Corresponding Freeboard | <u>1'-11 1/2"</u> | <u>1'-10 1/2"</u> |
| Indian Summer Line | <u>4</u> " " " " | " " " " | <u>2'-0 1/2"</u> | <u>1'-11 1/2"</u> |
| Winter Line | <u>3 1/2</u> " below | " " " " | <u>2'-8"</u> | <u>2'-4"</u> |
| Winter North Atlantic Line | <u>5 1/2</u> " " " | " " " " | <u>2'-10"</u> | <u>2'-9"</u> |

assigned by
 amended 4.11.29
 checked 5.12.29
 4.11.29
 5.12.29

* 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.
 ‡ State dimensions of freeing port area on back of this form.
 § Marked in accordance with Sec. 437, M. S. Act, 1894.

On receipt of final tonnage particulars recd 4/12/29.



002647-002652-0192

DELETE WORDS WHICH DO NOT APPLY.

The Crew ~~are, are not~~, berthed in the Bridge house. ✓

The arrangements to enable them to get backwards and forwards from their quarters ~~are, are not~~ satisfactory. ✓

Length of Bulwarks in well **56' 2"**

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

| Ft. | Tenths. | Ft. | Tenths. | No. | } Freeing Ports each side of vessel = | 26 | Sq. ft. | | | |
|-----|---------|-----|---------|-----|--|----|---------|---|---|---|
| 3 | 25 | × | 2 | 0 | | | | × | 4 | } |
| | | × | | | | | | × | | |

Total excess deficiency = / Sq. ft.

If the sill of the lowest side scuttle would 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.

Do all the Frames extend to the top height in the Poop? **yes**

Do. do. do. ~~Raised Quarter Deck?~~

Do. do. do. Bridge House? **Alternate frames carried up clear of hatch ends.**

Do. do. do. Forecastle? **yes**

To what height do the Reverse Frames extend? **B. R. Frames**

Has the Poop ~~or Raised Quarter Deck~~ an efficient Iron Bulkhead at the fore end? **yes**

How are the openings closed? **No openings**

Is the Poop ~~or Raised Quarter Deck~~ connected with the Bridge House? **no**

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised }
Quarter Deck, ~~or~~ enclosed by a Strong ~~Iron or Steel~~ **Casing** Deck House? } **yes**

If the openings are not so protected, are the exposed parts of the Casings efficiently constructed? ✓ What is their height? ✓

Are suitable means provided for closing all openings in exposed Casings in bad weather? ✓

Has the Bridge House an efficient Bulkhead at the fore end? **yes**

How are the openings closed? **Steel doors**

Give thickness of Bridge Front plating **1/4"** Coaming plate **1/4"** Stiffeners **8 x 3 x 1/4 B.A.** spaced **30"** bracketted **top + bottom**

Has the Bridge House an efficient Iron Bulkhead at the after end? **yes**

How are the openings closed? **Full height weatherboards in channels riveted to bulkhead.**

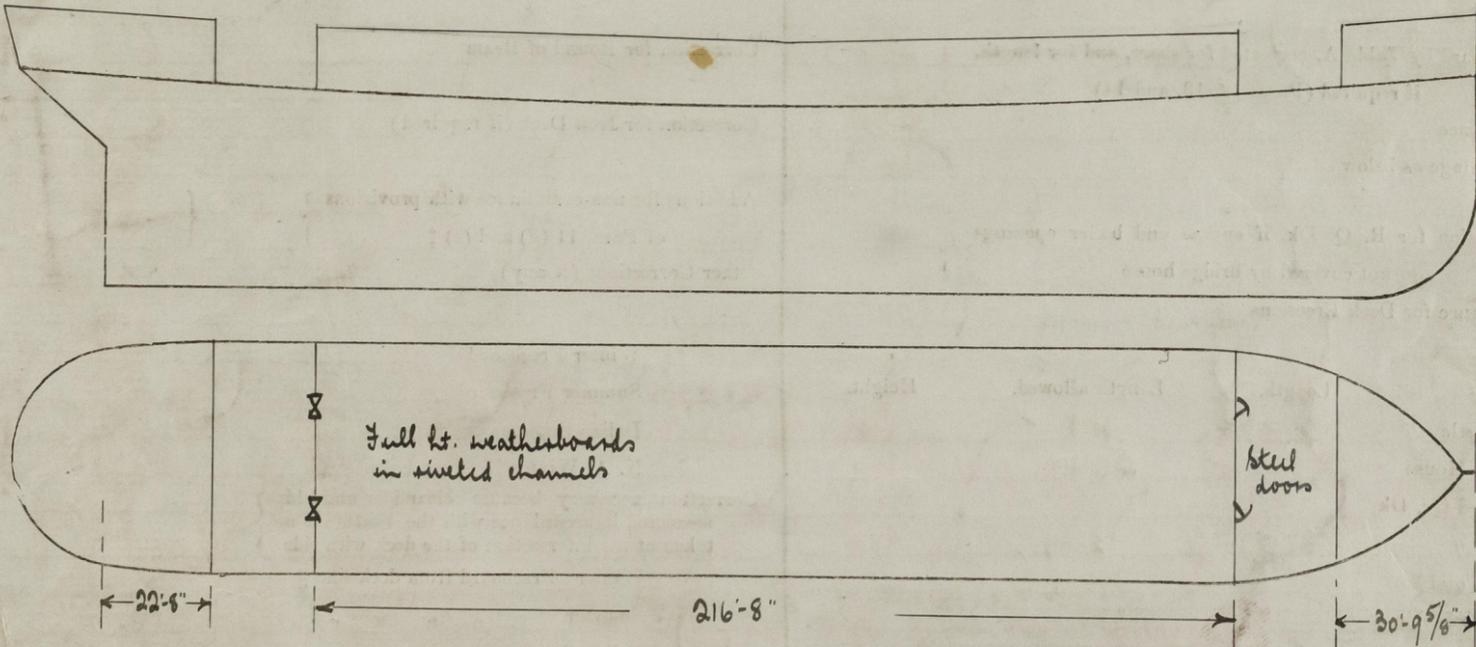
Is the Forecastle at least as high as the main or top-gallant rail? **yes**

Has the Forecastle an efficient Iron ~~or Wood~~ Bulkhead at its after end? **yes**

Are the Weather Deck Hatchways efficiently constructed and at least equal to the Rule requirements? **yes**

What is the thickness of the Hatches? **3" + 2 1/2"** State the height of the Coamings in Fore Well **4'-3"** In After Well **2'-3"**

State any special features in the construction of the Vessel



Show hereon arrangement of erections, depth of hold, &c.

The Freeboards, as stated on the other side, being in accordance with the Tables, it is submitted that the same be assigned.

[Signature]
Chief Surveyor.
Assistant Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft on the 13th November 1929

[Signature]
Secretary.