

Foreign Vessel.

2069.

## THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP					Port of Survey <u>Sunderland</u>
having <u>Poop, Bridge and Forecastle disconnected</u>					Date of Survey <u>During Constr.</u>
State type of erections.					Name of Surveyor <u>Joseph Halbert</u>
Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
" <u>Kelbergen</u> "	4751	1655	<u>Rotterdam Dutch</u>	<u>1913</u>	<u>B. S. 7 1/2</u>
Registered Length as shown by Ship's Register } <u>385</u> Breadth <u>52.1</u> Depth <u>27.2</u>			Moulded Depth as measured <u>29' 6"</u>		
Length on Loadline <u>384.83</u> Breadth <u>51.10</u> Sheer Correction <u>1.0</u>			NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported		
Depth <u>28.42</u> Tons Und. Dk. <u>4507.74</u> × 100					
Tonnage of raised D.B. <u>4522.74</u> Tonnage in Peaks					
Co-efficient of fineness <u>.81</u>			CORRECTION FOR LENGTH.		
Any modification necessary } <u>.02 D.B.</u>			Length of Ship on Loadline <u>384.83</u>		
[Para. 4 (a) to (c)] * } <u>.79</u>			Length in Table <u>354</u>		
Co-efficient as corrected <u>.79</u>			Difference <u>30.83</u>		
Sheer at { Stem <u>109</u> } <u>164</u> ÷ 2 = <u>82</u> Mean			Correction for 10 ft., Table A. <u>3.083</u> × <u>1.5</u> Table C. <u>3.083</u> × <u>.8</u>		
at { Stern-post <u>55</u> }			× Difference divided by 10 (if required.)		
Sheer at 1/3 of the length from { Stem <u>62</u> } <u>93</u> ÷ 2 = <u>46 1/2</u> = <u>84 1/2</u>			If 1/10ths length covered by erections divide by 2 } <u>4 1/8</u> <u>2 1/2</u>		
Gradual Mean Sheer <u>83 1/4</u>			CORRECTION FOR IRON DECK.		
Standard Sheer (Table, Para. 18) <u>48 1/2</u> Correction			Proportion covered, if less than 1/10ths length covered <u>.509</u>		
Difference <u>34 3/4</u> ÷ 4 = <u>8 3/4</u>			Thickness of usual wood deck, less stringer <u>allow 1 1/8"</u>		
Rise in sheer } At front of bridge house			CORRECTION FOR ROUND OF BEAM.		
from amidships } At after end of fore-castle			NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.		
Fall in sheer ÷ 2 =			Breadth at Gunwale amidships <u>50</u>		
ALLOWANCE FOR DECK ERECTIONS:—			Round of Beam <u>12 1/2</u>		
Freeboard, Table C <u>4-2 3/4</u>			Normal round <u>12 1/2</u>		
Correction for Length, if required (Para. 12, 13, and 14) <u>2 1/2</u>			Difference ✓ ÷ 2 =		
<u>4-5 1/4</u>			Proportion of Deck uncovered (Para. 19)		
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) } <u>7-1 3/8</u>			Freeboard, Table A. @ <u>29' 6" 4</u> <u>.79</u> <u>7-5 1/2</u>		
Difference <u>2-8 1/8</u>			Correction for Sheer <u>8 3/4</u>		
Percentage as below <u>32.72</u>			<u>6-8 3/4</u>		
<u>10 1/2</u>			Correction for Length <u>4 1/8</u>		
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house }			Allowance for Deck Erections <u>7-1 3/8</u>		
Allowance for Deck Erections <u>10 1/2</u>			<u>10 1/2</u>		
Length. Length allowed. Height.			Correction for Round of Beam		
Forecastle <u>41' 3"</u>	<u>39.90</u>	<u>7' 6"</u>	Correction for Iron Deck (if required) <u>1 1/8</u>		
Bridge House <u>119' 11"</u>	<u>119.66</u>	<u>7' 6"</u>	<u>6-1</u>		
† Raised Qr. Dk.			Additions for non-compliance with provisions of Para. 11 (d) and (e) † }		
Poop <u>36' 6"</u>	<u>36.33</u>	<u>7' 6"</u>	Other Corrections (if any)		
Total <u>195.89</u>	<u>.509</u>		Winter Freeboard <u>6-1</u>		
Length of Ship <u>384.83</u>			Summer Freeboard <u>5-7 3/4</u>		
Corresponding percentage } <u>32.72%</u>			Indian Summer		
(Para. 11, 12, 13, or 14) }			N. A. Winter Freeboard		
			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>		
			Winter Freeboard from deck line § <u>6-2 1/2</u>		
			Summer " " " " <u>5-9 1/4</u>		
			Indian Summer " " " "		
			N.A. Winter " " " "		

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

Fresh Water Line	<u>6 3/4</u>	ins. above centre of Disc.	Corresponding Freeboard	<u>5' - 9"</u>
Indian Summer Line	<u>5 1/4</u>	" " " "	" "	<u>5' - 2 1/4"</u>
Winter Line	<u>5 1/4</u>	" below " "	" "	<u>5' - 3 3/4"</u>
Winter North Atlantic Line	" "	" " " "	" "	<u>20 1/4"</u>

\* 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.

Subject to weather boards being fitted full height at Poop front and 2 height aft end of Bridge channels for securing same being permanently attached to bulkheads.

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Lloyd's Register



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

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	=	Sq. ft.
	×		×				
	×		×				

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?

Do. do. do. Raised Quarter Deck? *yes*

Do. do. do. Bridge House? *yes*

Do. do. do. Forecastle? *yes*

To what height do the Reverse Frames extend? *B. of framing extends to upper, fore and Poop decks*

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

How are the openings closed? *Weatherboards full height in riveted channels*

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~~ } *yes*  
~~Quarter Deck, or enclosed by a Strong Iron or Steel Deck House?~~

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? *Hinged Steel doors*

Give thickness of Bridge Front plating  $\frac{1}{40}$  Coaming plate  $\frac{3}{40}$  Stiffeners  $8 \times 3 \times 20$  spaced  $27''$  bracketted *top and bottom*

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

How are the openings closed? *Weather boards full height in riveted channels*

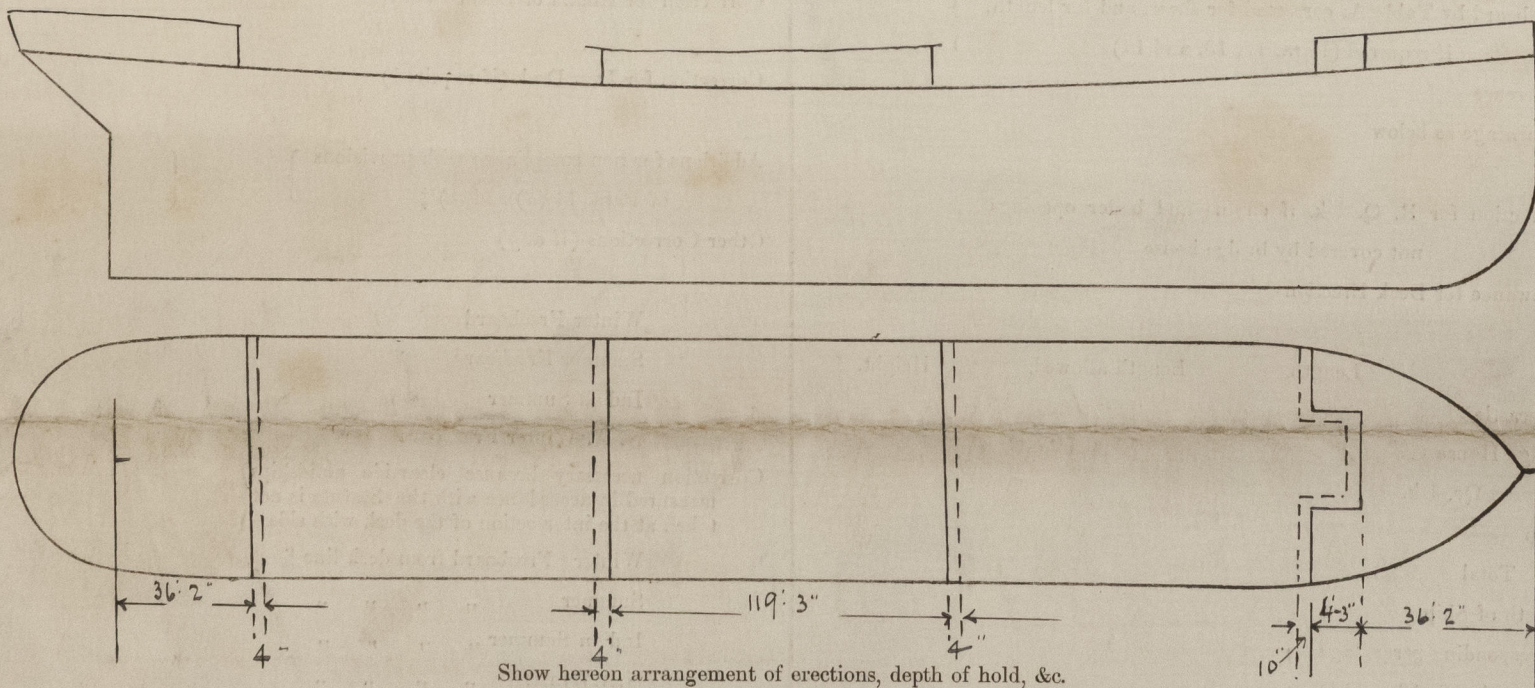
Is the Forecastle at least as high as the main or top-gallant rail? *yes*

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?  $3''$  State the height of the Coamings in Fore Well  $49'4 43''$  In After Well  $46'4 37''$

State any special features in the construction of the Vessel *Single deck steamer*

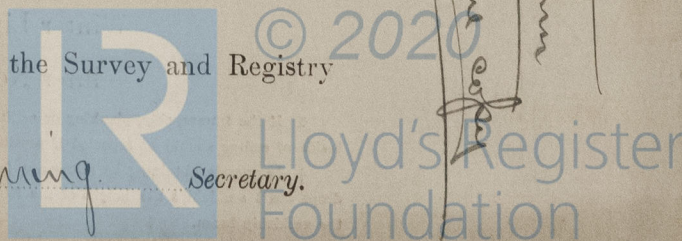


The Freeboards, as stated on the other side, being in accordance with the Tables, it is submitted that the same be assigned.

*W. J. K.* Chief Surveyor.

Passed at a meeting of the Committee of Management of the British Corporation for the Survey and Registry of Shipping on the *27<sup>th</sup> May 1914*

*Sgd. John Fleming* Secretary.



*W. J. K.*  
*174. John*