

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

FRI. NOV. 14. 1919

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH 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 Landskrona Malmo  
Date of Survey 6th November 1919  
Name of Surveyor Guizengren

Ship's Name. Copenhagen, Oresundsvaer  
Port of Registry and Nationality. Copenhagen Danish  
Official Number. 1919  
Gross Tonnage. 2029.13  
Date of Build. 1919  
Particulars of Classification. +10091 Shelter dk with freeboard, contemplated.

Length. 310  
Breadth. 44.7  
Depth. 19.5  
Under Deck Tonnage. 2029.13

Moulded Depth as measured 22'-0"

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

Addition for Keel below base line for draught record 1 1/2 inches.

## CORRECTION FOR LENGTH.

Length of Ship on Loadline 309.92  
Length in Table 264  
Difference 45.92  
Correction for 10ft., Table A. 1.2 Table C.  
× Difference divided by 10 5.51 (if required.)  
If 1/10ths length covered divide by 2 2.75  
+ 2 3/4

## CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered ✓  
Thickness of usual wood deck, less stringer 3 1/2

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 11 1/4"  
Round of Beam 11 1/8"  
Normal round 11 1/8"  
Difference ÷ 2 =  
Proportion of Deck uncovered (Para. 19) ✓

NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.

ent of fineness ✓  
dification necessary Cell 513  
ent as corrected ✓

Stem 7'6"  
Sternpost 2'9"  
46 ÷ 2 = 23 Mean

1/2 of the length from Stem 4'1" 0'3" 23 ÷ 2 = 11.5 Mean  
Sternpost 1'7" 1'8" ÷ 2 = 5.5

mean Sheer 20.91  
mean Sheer [Table, Para. 18] 40.99 Correction  
Difference 20.08 ÷ 4 = 5.02  
ted as Para. 18 (f) + 5"

Sheer { At front of bridge house ✓  
amidships {  
8 (e) { At after end of forecastle ✓

Sheer { None ÷ 2 =  
8 (d) {  
uncovered ✓ Correction

## ALLOWANCE FOR DECK ERECTIONS:—

Table C. 1 .. 8 3/4  
for Length, if required (Para. 12, 13, and 14) ✓  
by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) 4 .. 10 3/4  
3 .. 1 1/2  
as below 9.4%  
35.25

for R. Q. Dk. if engine and boiler openings not d by bridge house (Para. 11) 2 .. 11 1/4  
for Deck Erections ✓

Length. 278.22 Length allowed. 277.97 Height. 8'0"  
27.7 27.20  
30.9.92 305.17  
Ship 2.34 = 1/2 dff  
ing percentage 307.54 = .99  
(1, 12, 13, or 14) 94%  
309.92

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

11.19. Fresh Water Line above centre of Disc  
Indian Summer Line " " "  
Winter Line below " "  
Winter North Atlantic Line " " "

Winter Freeboard 1 .. 10 1/4  
Summer Freeboard 4 1 .. 6 1/4  
Indian Summer Freeboard 1 .. 2 1/4  
N. A. Winter Freeboard 2 .. 0 1/2

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. 1 3/4

Winter Freeboard from deck line 2 .. 0  
Summer " " " 1 .. 8  
Indian Summer " " " 1 .. 4  
N. A. Winter " " " 2 .. 2

© 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 amidships beam.  
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one eighth of the vessel's length from stem and sternpost.



Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? ☒ Bridge House? ☒ Forecastle? ☒

To what height do the Reverse Frames extend? *Bulk framing.*

Has the Poop ~~or Raised Quarter Deck~~ an efficient Iron Bulkhead at the fore end? *yes Tonnage opening fitted aft.*

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? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead ☒

What is the thickness of the Bridge Front plating? ☒ and Coaming plate? ☒

Give scantlings and spacing of the Stiffeners ☒

Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒

Has the Bridge House an efficient Iron Bulkhead at the after end? *Steel bulkhead with tonnage openings.*

How are the openings closed? *Weather boards will be fitted in channel bars to a height of 7' 6".*

Is the Forecastle at least as high as the main or top-gallant rail? ☒ Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? ☒

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Duck houses on top of shelter dk as per plan*

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:—

Position and Size.	No. 1. 22' x 18'	No. 2. 22' x 18'	No. 3. 12' x 18'	No. 4. 26' x 18'	No. 5.
Item.	Ship.	Rule. and per approved plan	Ship.	Rule. and per approved plan	Ship.
Height above top of DECK	31"	31"	31"	31"	31"
Thickness	44"	44"	44"	44"	44"
SHIFTING BEAMS OR WEB PLATES.	Number ..... 5	Number ..... 5	Number ..... 3	Number ..... 7	Number ..... 5
	Section and Scantlings ..... 15"-10" dble angles top + bottom	Section and Scantlings ..... 15"-10" dble angles top + bottom	Section and Scantlings ..... 15"-10" dble angles top + bottom	Section and Scantlings ..... 15"-10" dble angles top + bottom	Section and Scantlings ..... 15"-10" dble angles top + bottom
	Material ..... Steel	Material ..... Steel	Material ..... Steel	Material ..... Steel	Material ..... Steel
* FORE AND AFTERS.	Number ..... ✓	Number ..... ✓	Number ..... ✓	Number ..... ✓	Number ..... ✓
	Section and Scantlings ..... ✓	Section and Scantlings ..... ✓	Section and Scantlings ..... ✓	Section and Scantlings ..... ✓	Section and Scantlings ..... ✓
	Material ..... ✓	Material ..... ✓	Material ..... ✓	Material ..... ✓	Material ..... ✓
HATCHES Thickness	3"	3"	3"	3"	3"
Remarks.....					

\* 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.

What is the thickness of the Bridge Sheerstrake? ☒ Strake between Main and Bridge Sheerstrakes? ☒

Delete the words *The Crew are, are not, berthed in the bridge house, aft.*

that do not apply *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 (e) each side of vessel = Sq. ft.

Ft. Tenths. Ft. Tenths. No. Freeing Port (each side of vessel) = 3.73 Sq. ft.

2. 33 x 1.6 x One

Total deficiency or excess = Sq. ft.

Efficient temporary covers fitted over tonnage opening (see Verification form)

Write re covers over tonnage opening

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 *Please see plans retained in London office for re- Surveyor's letter respecting preliminary freeboard for this vessel, dated London 14/5/1918. Openings in forward end of tonnage space aft efficiently closed by wooden battens in channels being fitted in tween decks as required by the Danish Shipping Authorities. Registered and the under deck tonnage will be wired to London within a few days time.*

Owners

*Oversøiske Compagnie*

Address

*Copenhagen.*

*See p. 76 : 44 :*

Received by me



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