

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

11 JUN 1947

Glasgow Rm 71702

Ship's Name **LA HAQUE**

Port of Survey **GLASGOW**

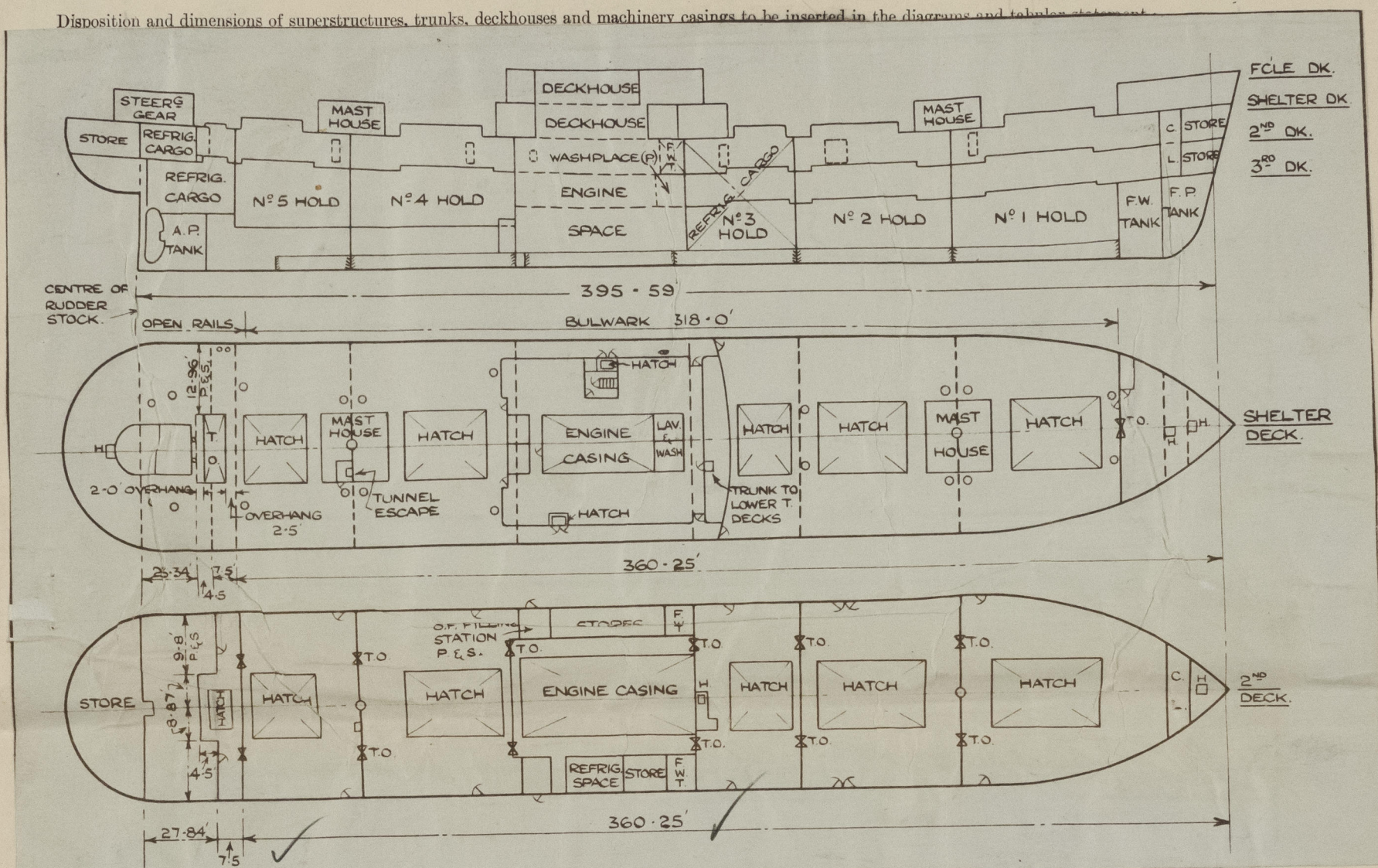
Official Number

Surveyor's Signature **A. Dickson**

Nationality and Port of Registry **FRENCH NANTES**

Date of Survey **WHILST BUILDING**

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



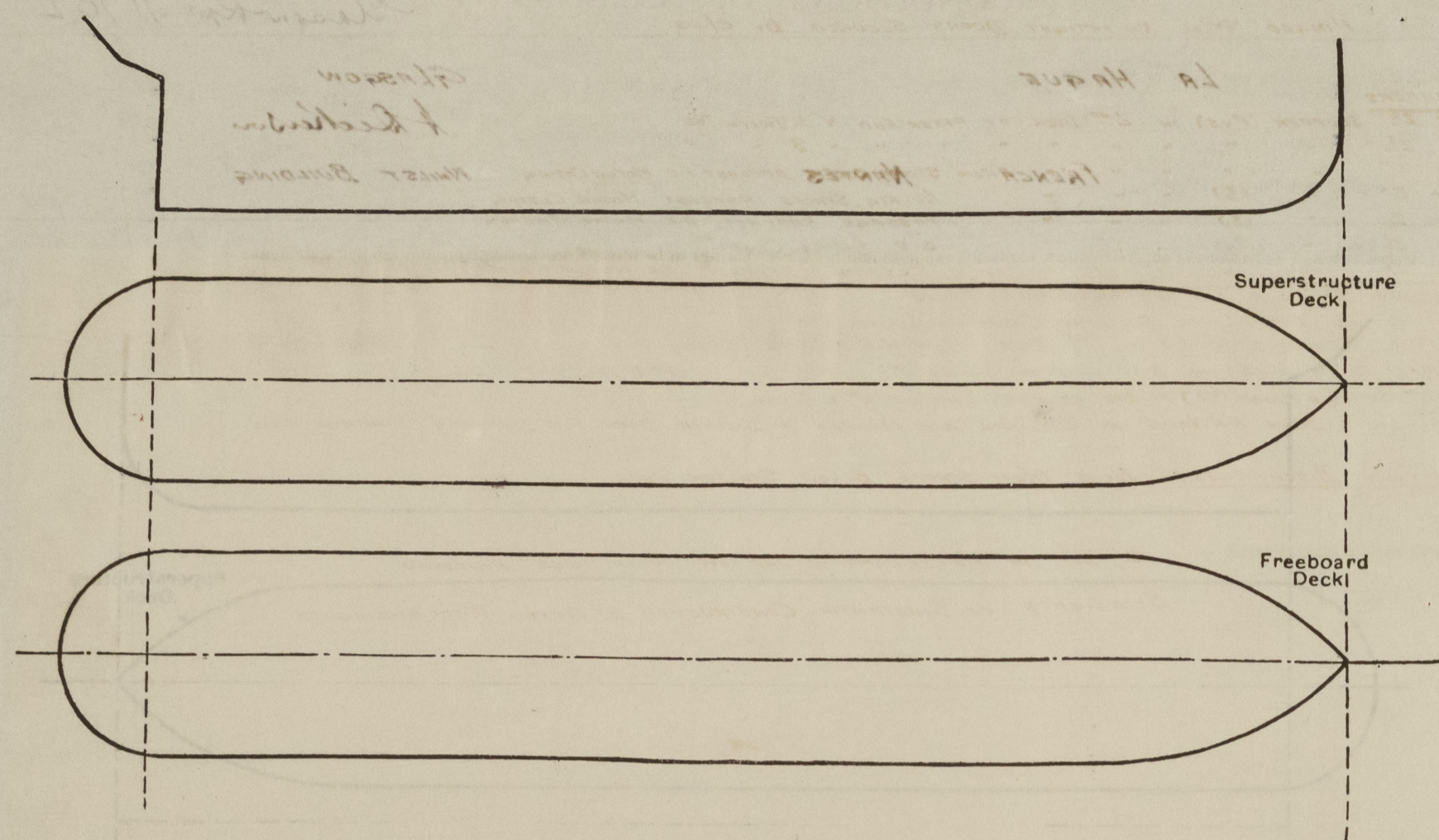
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead		.26	4x.36 - 4x.50 FLATS E.W. 6x.32x.40 OR WELDED TOE ON AT DK GIRDERS	24" - 30"	BRACKETED TO DK GIRDER. RIV. TO BEAMS ON LONG ENDS. ELSEWHERE NONE	2@ 5'2" x 3'3"	15"	5'0" - 9'0" @ CENT. - 10'1"
Raised Quarter Deck Bulkhead		.26	5x.36 FLATS E.W. 6x.32x.40 OR WELDED TOE ON AT DK GIRDERS	30" - 36"	BRACKETED TO DK GIRDER. WELDED AT BOTH ENDS IN WAY OF DK GIRDER ELSEWHERE NONE	2@ 5'0" x 3'0"	18"	Do.
Bridge, After Bulkhead		.30	5x.36 FLATS E.W. 6x.32x.40 OR WELDED TOE ON AT DK GIRDERS	23 3/4" - 30"	NONE	1@ 5'0" x 3'11 1/2" 1@ 5'0" x 2'0"	18"	7'6"
Bridge, Forward Bulkhead		.30	5x.36 FLATS E.W. 6x.32x.40 OR WELDED TOE ON AT DK GIRDERS	23 3/4" - 30"	NONE	1@ 5'0" x 3'11 1/2" 1@ 5'0" x 2'0"	18"	7'6"
Forecastle Bulkhead	47x.32	.30	5x.36 FLATS E.W. 6x.32x.40 OR WELDED TOE ON AT DK GIRDERS	23 3/4" - 30"	NONE	1@ 5'0" x 3'11 1/2" 1@ 5'0" x 2'0"	18"	7'6"
Trunk, Aft								
Trunk, Forward								
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	30x.40	.36	4x.36 FLATS E.W. 6x.32x.40 OR WELDED TOE ON AT DK GIRDERS	30"	RIV. TO BEAMS AT TOP & OVER- LAPPING BASE ANG	NONE	-	10'1" 3/4 @ CENT.
Deckhouses on Flush Deck Ships								

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

Poop Bulkhead	HINGED INSULATED WOOD DOORS 9" THICK	✓
Raised Quarter Deck Bulkhead		✓
Bridge, After Bulkhead	STEEL PLATES SECURED BY HOOK BOLTS	✓
Bridge, Forward Bulkhead		✓
Forecastle Bulkhead	HINGED STEEL DOOR & STEEL PLATE SECURED BY HOOK BOLTS	✓
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	NO OPENINGS	✓
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 ON CASING TOP IN GOOD CONDITION. EFFICIENT HINGED STEEL DOOR IN FUNNEL ✓
ENGINE ROOM SKYLIGHT OF STEEL STRONGLY CONSTRUCTED ✓
ENGINE ROOM VENTS IN GOOD CONDITION ✓

NONE

Particulars of Companionways :-

TUNNEL ESCAPE IN AFTER STEEL MAST HOUSE PLATING .38, STIFF^s 6.3 x .38 6A SPACED 2'-3" - 2'-6" ✓
STEEL DOOR 5'-0" x 2'-0" SILL 18" V. *capable of being opened & secured from both sides*

LOCKERWAY TO SHELTER DKS (P) AND COMPANIONWAY (S) TO N°3 LOWER TWEEN DKS IN MIDSHIP DECKHOUSE ON SHELTER DECK
DECKHOUSE PLATING .30 STIFF^s 3 x 25. 36 to 46 25. 30 SPACED 26" to 36". WOOD DOORS IN SIDES & AFTER END OF HOUSE
5'-6" x 2'-0" SILLS 18" *capable of being operated from both sides.*

COMPANIONWAYS (P-V'S) IN SIDES OF MIDSHIP DECKHOUSE ON SHELTER DK TO FLUSH HATCHWAYS IN SHELTER DK. STEEL W.T. DOORS IN HALVES
5'-0" x 4'-0" SILLS 18" STEEL DOOR 4'-11" x 2'-8" SILL 18" IN AFTER END OF E-R. CRISING INSIDE MIDSHIP DECKHOUSE *capable of being opened & secured from both sides.*

[illegible]

<u>FORECASTLE DECK</u>					
1- 3"	"	RIK PIPE TO FORE PEAK TANK	19" HIGH		✓
2- 3"	"	DEEP. F.M.	18"		
1- 4"	"	(P) N° 1. D.B. TANK	N.B 18" HIGH		
2- 2 1/2"	"	"	"		
2- 4"	"	"	"		
2- 3"	"	"	"	O.F.	
2- 4"	"	"	"	"	
2- 3"	"	"	"	O.F.	
2- 2 1/2"	"	"	"	"	
1- 4"	"	T.D.R. R.N. TANKS	N° 4 D.B. TANK	O.F.	
2- 3"	"	"	O.B. LUG. OIL TANK INER.		
3- 2 1/2"	"	"	D.B. COEFF. IN ER.		
2- 4"	"	"	N° 5. D.B. TANK	O.F.	
2- 3"	"	"	"	"	

RIK PIPES TO OF TANKS FITTED WITH GAUZE
OTHERS FITTED WITH WOOD PLUGS. EXCEPT THOSE
TO COOLER SPACE AFT WHICH HAVE SCREWED CAPS

1-(P+5) IN NO 1, 5, 4x5 TWEEN DECKS	6'-0" x 5'-0"
1-(P+5) " NO 2 TWEEN DECKS	6'-3" x 7'-0"
HINGED STEEL WATERTIGHT DOORS SECURED BY STRONG BACKS	
1-(P+5) TO O.F. FILLING COMPARTMENT	2'-0" x 2'-0"
HINGED STEEL WATERTIGHT DOORS SECURED BY CLIPS	

SCUPPERS

- X 7 - 2 $\frac{1}{2}$ " SCUPPER (P+S) IN 2ND DECK AT AFTER END N° 2 TWEEN DKS ✓
- X 1 - 2 $\frac{1}{2}$ " " " " " " " " " " " 3 " ✓
- X 1 - 2" " " " " FROM STORE ROOMS ABEAST F.E MOTOR CASING ✓
- X 3 - 2" (8) " " REFRIG. SPACES ABEAST MOTOR CASING ✓
- X 1 - 2" (5) PASSAGE ABEAST A-E MOTOR CASING ✓
- X 1 - 2 $\frac{1}{2}$ " (P+S) O.F. FILLING COMP.^B ✓
- X 1 - 2" PASSAGE ABEAST F.E MOTOR CASING ✓

Above Scupper LED TO Motor Room Bilges
✓

Fitted With Lever-Weighted COCKS At Lower Ends

X 2 - 2 $\frac{1}{2}$ " SCUPPERS (P+S) IN 2ND DECK FROM N° 6 T.D.K.S. (REFRIG SPACE) LED TO TUNN ✓

DRAIN HOLES (P-S) IN BIDS AT AFTER END OF N° 1 & FORE END OF N° 5 SHELTER T.D.K.

1 $\frac{1}{2}$ " SCREW PLUGS (V/S) IN BID AT FORE END OF N° 4 T.D.K.S.

5" SCREEN DOWN M.R. VALVE AT 2RD DECK AND GEARED TO SHELTER DECK FOR DRAININ

(port + starboard)

To show if

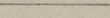
SANITARY DISCHARGES:- NONE FROM SPACES BELOW SHELTER DECK ✓

12" DIA IN STOREROOMS IN SHELTER TWEEN DECKS. AMIDSHIPS

SIDE LIGHTS OF SUBSTANTIAL CONSTRUCTION & FITTED WITH DEEROLIGHTS.

Particulars of Guard Rails:— AT AFTER END OF SHELTER DECK:— STANCHIONS 3'6" HIGH SPACED ABOUT 5'0" WITH 3 ROOS. ✓
FORECASTLE DECK:— " " " " " " " " ✓

NONE

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 SHELTER DECK	318.0'	3'-6"	36" x 9" 	11	23.4 sq ft + open rails at aft end.	27.7 ft ² FW 7 L.
Forward Well						

State position of each freeing port ... { After Well— 79.5', 101.5', 119.5', 137.5' AFT OF MIDSHIPS.
(F. and A. position and height above deck edge) { Forward Well— 23.0, 45.5', 63.0, 81.0', 99.0', 117.0, 141.0' FORWARD OF MIDSHIPS
12" ABOVE DECK EDGE.

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.

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.															
FREEBOARD DECK										SHUTTER DECK					
Description of Hatchway	N°1	N°2	N°3	N°4	N°5	T	TO STORE	N°1	N°2	N°3	N°4	N°5	OPEN	CHAIN	STAKE
Dimensions of Hatchway	38-4 17-9	37-6 17-9	22-6 17-9	35-0 17-9	25-0 17-9	7-6 10-0	2-0 2-0	33-9 17-9	32-6 17-9	20-0 17-9	30-0 17-9	22-6 17-9	7-6 17-9	2-0 2-12	2-0 2-12
COAMINGS	Height above Deck ... Thickness ... Stiffeners ... Brackets, Stays ...							27" 50" 144" SIDES 11 3/4 ENDS 1 5/8 FLATS SIDES 3 SIDES 3 SIDES 2 SIDES 4 SIDES 2 ENDS 2 ENDS 2 ENDS 2 ENDS 2 ENDS 2 A-END NONE							
HATCH BEAMS	Number ... Spacing ... Scantling and Sketch ... Bearing Surface ...							P. MEGES' PATENT STEEL HINGED HATCH COVERS AS PER APP. PLAN PLATING 3/32 STIFFENED BY THwartSHIP WEBS 2 FORE & AFT INTERC. 3/32 THICK. COVERS SEW. TUGGLE & NUT FASTENINGS AS APP.							
FORE AND AFTERS	Number ... Spacing ... Unsupported Lengths Scantling and Sketch ... Bearing Surface ...							PLATING 3/32 STIFFENED BY THwartSHIP WEBS 2 FORE & AFT INTERC. 3/32 THICK. COVERS SEW. TUGGLE & NUT FASTENINGS AS APP.							
HATCH COVERS	Material ... Thickness ... How fitted ... Bearing Surface ...							WOOD 3 1/2 F.A. 3 1/2 3 1/2 24 1							
Spacing of Cleats	24							24							
Number of Tarpaulins	1							1							
*Are wood fore and afters steel shod at all bearing surfaces? YES Are battens and wedges efficient and in good condition? YES Are tarpaulins in good condition and in accordance with rule requirements? YES Are lashings provided in accordance with rule requirements? YES															

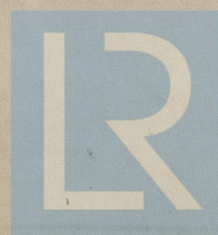
Particulars of any special features:—

There is no possibility of the hatch beams falling into the hold when being moved for the working of the cargo.

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.

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