

Lloyd's Register of British & Foreign Shipping. NO 23769
 SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ~~STEAM SHIP~~ ~~WITH FLUSH DECKED, OR WITH TOP GALLANT FORECASTLE, SHORT POOPS AND BRIDGE HOUSE DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS OR RAISED QUARTER DECK~~ ~~CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.~~

Port of Survey Antwerp.
 Date of Survey while building.
 Name of Surveyor John. S. Gardner

Antwerp Eng. Co. No. 70.

Ship's Name. "VALBORG"	Port of Registry and Nationality. <u>Esbjerg. Danish</u>	Official Number. <u>/</u>	Gross Tonnage. <u>812.6 Belgian.</u>	Date of Build. <u>1914</u>	Particulars of Classification. <u>+ 100 A.1. (Contemplated)</u>
Number in Register Book <u>45 Sub.</u>					

Registered dimensions from Ship's Register.	LENGTH. <u>210.2</u>	BREADTH. <u>31.65</u>	DEPTH. <u>13.57</u>	UNDER DECK TONNAGE. <u>695.3 Belgian.</u>
Length on LOADLINE.	<u>210.2</u>	Frame Depth 5' Rule <u>32 1/2</u> diff <u>1 1/2</u>	Ceiling +.20 Sheer +.43	Peak } Included Tanks }
CORRECTED DIMENSIONS.	<u>210.2</u>	<u>31.40</u>	<u>14.20</u>	<u>695.3</u>

Moulded Depth as measured... 15'-7"
 $16 - 2 3/4$
 $2 - 8 1/2$
 $13 - 6 1/2$

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>210.2</u>	
Length in Table	<u>187.0</u>	
Difference	<u>23.2</u>	
Correction for 10ft., Table A.	<u>1.0</u>	Table C. <u>5</u>
× Difference divided by 10	<u>2.32</u>	(if required.) <u>1.16</u>
If 1/10ths length covered divide by 2	<u>+ 2 1/4</u>	<u>+ 1 1/4</u>

Co-efficient of fineness..... .74
 Any modification necessary }
 [Para. 4 (a) to (e)]* } .02 C.D.B.
 Co-efficient as corrected72

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered	<u>.527</u>	<u>.539</u>
Thickness of usual wood deck, less stringer	$(3 1/2 - 1/2) \cdot 3$	<u>- 1 1/2</u>
	$(3 1/2 - .36) = 3.14 \times .539 = 1.68$	

Sheer { Stem..... 62 } 93 ÷ 2 = 46.5 ... Mean 46.8
 at { Sternpost ... 31 } 31.02
36 15.48
438

Sheer at 1/8 of the length from { Stem 34.25 } 51.5 ÷ 2 = 25.75 ... Mean
 { Sternpost 17.25 }

Gradual mean Sheer 46.65 ÷ 55 = 46.8
 Standard mean Sheer [Table, Para. 18] 31.02 Correction
 Difference..... 15.63 ÷ 4 = -4
 § If limited as Para. 18 (f)..... 3.91

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>31.5</u>
Round of Beam	<u>1/3</u>
Normal round.....	<u>1/8</u>
Difference	<u>1/24</u>
Proportion of Deck uncovered (Para. 19)	<u>X</u>

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

Rise in Sheer { At front of bridge house..... }
 from amidships { At after end of forecastle }
 [Para. 18 (e)]

Fall in Sheer { Para. 18 (d) } ÷ 2 = ✓
 Length uncovered Correction

Freeboard, Table A	<u>2-6 1/4</u>	<u>2'-6 3/4</u>
Correction for Sheer	<u>3.91</u>	<u>- 4</u>
Correction for Length	<u>2-2.84</u>	<u>2-2 1/4</u>
Allowance for Deck Erections	<u>2.32</u>	<u>+ 2 1/4</u>
Correction for Round of Beam.....	<u>2-5.16</u>	<u>2-5</u>
Correction for fall in Sheer (if any).....	<u>4.32</u>	<u>- 7 1/4</u>
Correction for Iron Deck (if required)	<u>1-9.84</u>	<u>1-10 9/16</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †		
Other Corrections (if any)		

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	<u>4.16</u>	<u>7 1/2</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>1.16</u>	<u>+ 1 1/4</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>8.32</u>	<u>8 1/2</u>
Difference	<u>2-5.16</u>	<u>2-5</u>
Percentage as below.....	<u>1-8.84</u>	<u>1-8 1/2</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<u>4.20</u>	
Allowance for Deck Erections	<u>7 1/4</u>	
Length.	Length allowed.	Height.
Forecastle..... <u>25.93</u>	<u>20.78</u>	<u>7'-5"</u>
Bridge House <u>61.85</u>	<u>61.38</u>	<u>7'-0"</u>
† Raised Q. Dk.....		
Poop..... <u>28.70</u>	<u>28.70</u>	<u>7'-0"</u>
Total	<u>113.36</u>	<u>110.86</u>
Length of Ship	<u>210.2</u>	

Winter Freeboard	<u>1'-8 1/4</u>
Summer Freeboard	<u>1'-6 1/2</u>
Indian Summer Freeboard	<u>✓</u>
N. A. Winter Freeboard	<u>✓</u>
Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood iron deck with side.	<u>1'-4"</u>
Winter Freeboard from deck line	<u>1'-9 1/2</u>
Summer " " " "	<u>1'-8 3/4</u>
Indian Summer " " " "	
N. A. Winter " " " "	

Corresponding percentage (Para. 12, 13, or 14) 35.12%

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

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

16.6.14

State dimensions of freeing port area on back of this form.

The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load/draft forward and aft should be reported.

† At 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.
 † 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? *Yes.* Bridge House? *Yes.* Forecastle? *Yes.*
 To what height do the Reverse Frames extend? *Bull angle frames.*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes.*
 Give particulars of the means for closing the openings in Bulkhead *Two openings at height 3' wide clear, and closing by shifting boards extending to the full height of the openings filled in channel bars riveted to the bulkhead.*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end? *Yes.*
 Give particulars of the means for closing the openings in Bulkhead *Two openings 4'-0" high x 3'-0" wide. closed as the openings in the Slop.*
 What is the thickness of the Bridge Front plating? *.28* and Coaming plate? *.32*
 Give scantlings and spacing of the Stiffeners *6 x 3 x .44 Bull angle 30" apart.*
 Are bracket plates fitted at each end of the Stiffeners? *Yes.* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *Yes.*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes.*
 How are the openings closed? *Two openings as on Bridge front & the Slop.*
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes.* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *Yes.*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by a Bridge.*
 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:— *Yes.*

Position and Size.	No 1 20'-7 1/2" x 13'-11 3/4"		No 2, 20'-7 1/2" x 13'-11 3/4"		No 3. 22'-6" x 13'-11 3/4"		Ship.	Rule.	Ship.	Rule.
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.				
COAMING.	Height above top of DECK	36"	24"	36"	24"	36"	24"			
	Thickness	Sides.....	.44	.44	.44	.44				
		Ends.....	.40	.40	.40	.40				
WEB PLATES.	Number	4 3-3-40	4	as for No 1 Hatch	4	as for No 1 Hatch.				
	Section and Scantlings	<i>16-13 18-15</i>	<i>as approved (no brackets filled.)</i>							
	Material	<i>5-4, 5ST - 26"</i>								
* FORE AND AFTERS.	Number									
	Section and Scantlings	<i>hove</i>	<i>✓</i>	<i>hove</i>	<i>✓</i>	<i>hove</i>	<i>✓</i>			
	Material									
HATCHES Thickness	3" W.W.	3" W.W.	3" W.W.	3" W.W.	3" W.W.	3" W.W.				
Remarks.....										

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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 Rules.

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

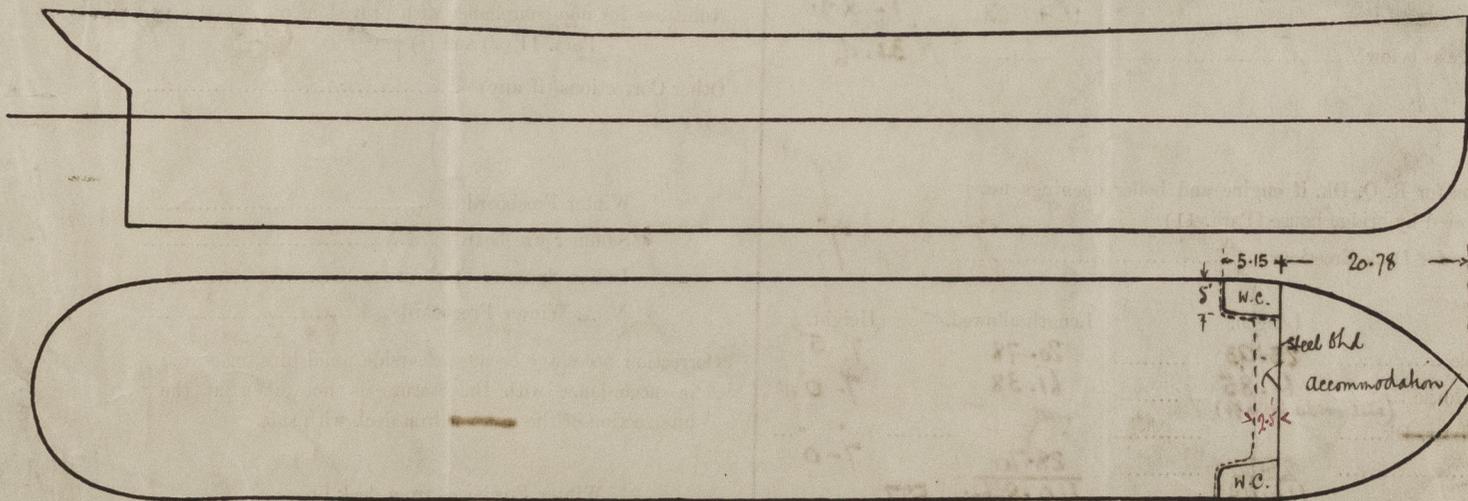
Delete the words { The Crew are, are not, berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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 Ports (each side of vessel) = _____ Sq. ft.
	x		x		
	x		x		

Total deficiency or excess = _____ Sq. ft.



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 _____

This vessel is somewhat similar to the same builders yard No 53 S.S. "Lolly" (Iceboard) Antwerp Report No 9374. The approved midship section and profile are forwarded herewith for reference.

Owners *Kampskibelkabet. "Halskabel" (J. Lauritzen)*

Address *Esbjerg. Denmark.*

Fee *54* : : Received by me _____

