

Lloyd's Register of Shipping. SURVEYS FOR FREEBOARD.-STEAM SHIPS.

5 AUG 1931

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP 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 Copenhagen. Date of Survey While building. Name of Surveyor N. Deth Lydersen.

Table with columns: Ship's Name (Nakskov Yard No 51852), Port of Registry, Official Number, Gross Tonnage, Date of Build, Particulars of Classification (100 A.L. with freeboard fixed, moulded draught 4.725M, strengthened for navigation in ice).

Table with columns: Registered dimensions from Ship's Register, LENGTH (70.42m), BREADTH (13.75m), DEPTH (20.0m), UNDER DECK TONNAGE.

Moulded Depth as measured 6.1m = 20.00. Addition for Keel below base line for draught record 20.7m inches = 3/4".

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 70.42M = 231. Length in Table 240. Difference 9. Correction for 10ft., Table A 1.2 Table C .6. x Difference divided by 10 1.08 (if required) .54. If 1/10ths length covered divide by 2 -1" -1/2"

CORRECTION FOR IRON DECK.

Proportion covered, if less than 2/10ths length covered .464. Thickness of usual wood deck, less stringer 3 1/2". 3.5 x .464 = 1.62. -1 1/2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 10.9M = 35.76. Round of Beam 230mm = 9.00. Normal round 8.94. Difference .06 ÷ 2 = .01. Proportion of Deck uncovered (Para. 19) Nil.

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

Co-efficient of fineness Displacement coeff. 0.69. Any modification necessary [Para. 4 (a) to (e)]\*. Co-efficient as corrected .41 assumed.

Sheer at Stem 53.94/37M 77.96 ÷ 2 = 38.98... Mean at Sternpost 24.02/0.61M. Sheer at 1/3 of the length from Stem 31.1" 0.79M 44.88 ÷ 2 = 22.44... Mean Sternpost 13.78/0.35M ÷ 50" = 40.80. Gradual mean Sheer 39.89. Standard mean Sheer [Table, Para. 18] 33.10. Correction 6.79 ÷ 4 = 1.70. Difference 6.79 ÷ 4 = 1.70. § If limited as Para. 18 (f) -1 3/4"

Rise in Sheer from amidships [Para. 18 (e)] At front of bridge house 0.08M. At after end of forecastle 0.20M.

Fall in Sheer Para. 18 (d) 0 ÷ 2 =. Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C 1-3 1/4. Correction for Length, if required (Para. 12, 13, and 14) -1/2. Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) 3-5 1/2. Difference 2-2 3/4. Percentage as below 27.48%.

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) -1 1/2. Allowance for Deck Erections -1 1/2.

Table with columns: Length, Length allowed, Height. Forecastle 6.70 = 21.98, 21.98, 2.21 = 7.25. Bridge House 18.45 = 60.53, 60.53, 2.285 = 7.49. Poop 28.28 = 8.62 x 3.27/3.874 = 24.67, 1.03 = 3.33. Total 107.18, 231.00 = 46.4%.

Length of Ship. Corresponding percentage (Para. 11, 12, 13, or 14) 29.48%

Table for FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck. Fresh Water Line above centre of Disc. Indian Summer Line. Winter Line below. Winter North Atlantic Line.

Freeboard, Table A 3-8 1/4. Correction for Sheer -1 1/4. Correction for Length -1. Allowance for Deck Erections -0-8. Correction for Round of Beam. Correction for fall in Sheer (if any). Correction for Steel Deck (if required) -1 1/2. Additions for non-compliance with provisions of Para. 11 (d) and (e) †. Other Corrections (if any). Winter Freeboard 2-8. Summer Freeboard (2 1/2 - 3 1/2) 3. Indian Summer Freeboard 2-2. N. A. Winter Freeboard. Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side. Winter Freeboard from deck line 2-9 1/2. Summer 2-6 1/2. Indian Summer 2-3 1/2. N. A. Winter 2-6 1/2.

\* 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 amidship beam. ‡ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

† 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.

Do all the Frames extend to the top height in the Poop? *Yes.* Raised Quarter Deck?  Bridge House? *on alt.* Forecastle? *Yes.*  
 To what height do the Reverse Frames extend? *✓*  
 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 *No openings.*  
 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 *No openings.*  
 What is the thickness of the Bridge Front plating? *8<sup>m</sup>/<sub>in</sub>* and Coaming plate? *9<sup>m</sup>/<sub>in</sub>*  
 Give scantlings and spacing of the Stiffeners *5 180 x 75 x 11<sup>m</sup>/<sub>in</sub> spaced 760<sup>m</sup>/<sub>in</sub>*  
 Are bracket plates fitted at each end of the Stiffeners? *Lugged top & bottom* 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? *No openings.*  
 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 bridge and on top of bridge strong casing.*  
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Yes.*  
 Give thickness of plating; scantlings and spacing of Stiffeners *6<sup>m</sup>/<sub>in</sub> stiff. x 75 x 65 x 75 spaced 800<sup>m</sup>/<sub>in</sub> apart.*  
 What is the height of the exposed Casings? *7'-6"* Are suitable means provided for closing all openings in them in bad weather? *Yes.*  
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of the Rules? Give particulars below:— *Yes.*

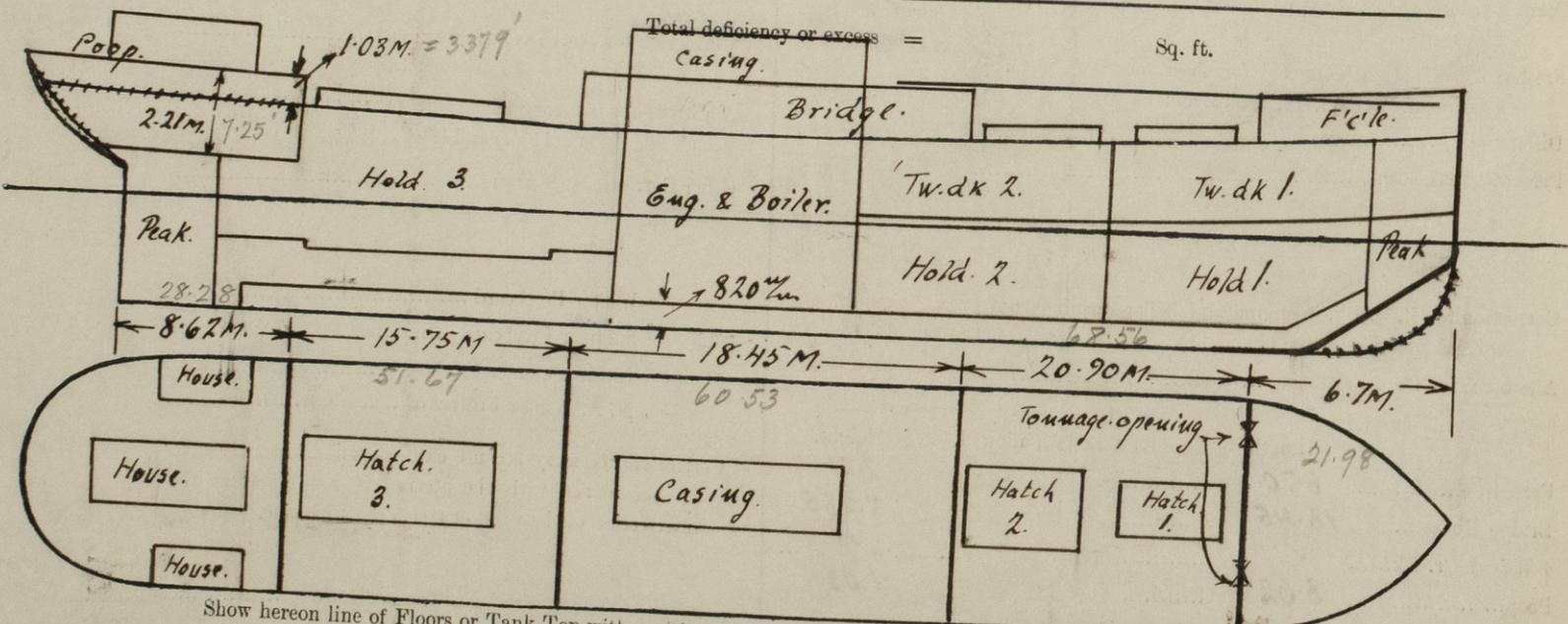
Position.	No. 1.	No. 2.	No. 3.						
Size.	<i>6.6 x 3.96</i>	<i>7.05 x 4.57</i>	<i>10.5 x 4.57</i>						
Height above top of DECK	<i>810<sup>m</sup>/<sub>in</sub></i>	<i>810.</i>	<i>810<sup>m</sup>/<sub>in</sub></i>						
COAMING Thickness	Sides.....	<i>11<sup>m</sup>/<sub>in</sub> .43</i>	<i>11<sup>m</sup>/<sub>in</sub></i>	<i>11<sup>m</sup>/<sub>in</sub></i>					
	Ends.....	<i>11<sup>m</sup>/<sub>in</sub> .43</i>	<i>11<sup>m</sup>/<sub>in</sub></i>	<i>11<sup>m</sup>/<sub>in</sub></i>					
SHIFTING BEAMS OR WEB PLATES	Number .....	<i>4.</i>	<i>4</i>	<i>6</i>					
	Section and Scantlings .....	<i>7<sup>m</sup>/<sub>in</sub> x 90 x 75 x 10.5</i>	<i>7<sup>m</sup>/<sub>in</sub> x 90 x 75 x 10.5</i>	<i>7<sup>m</sup>/<sub>in</sub> x 90 x 75 x 10.5</i>					
	Material .....	<i>Steel</i>	<i>Steel.</i>	<i>Steel.</i>					
* FORE AND AFTERS.	Number .....	<i>✓</i>	<i>✓</i>	<i>✓</i>					
	Section and Scantlings .....								
	Material .....								
HATCHES Thickness .....	<i>65<sup>m</sup>/<sub>in</sub></i>	<i>65<sup>m</sup>/<sub>in</sub></i>	<i>65<sup>m</sup>/<sub>in</sub></i>						
Remarks.....	<i>Wood.</i>	<i>Wood.</i>	<i>Wood.</i>						

\* 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 keel 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.  
 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 *Constructed to a fixed moulded draught. 4.725M.*

Builder's name and yard number *A/S. Nakskov Skibsværft. N° 51 & 52.*

Names of sister vessels \_\_\_\_\_

Owners \_\_\_\_\_

Address \_\_\_\_\_

Fee £ \_\_\_\_\_

Received by me \_\_\_\_\_

