

TIMBER ASSIGNMENT.

3035/2.

G(4)34

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER:.....S.M.:.....ORCA.....(E. U.S. LCF. 12).....
 Nationality DUTCH. Builders' Name and No. of Ship MESSRS. BROWN. GLASGOW.
 Port of Registry
 Official Number Owners N. V. "ORCA."
 Gross Tonnage
 Date of Build Port and Date of survey JAN. 1949. G
 Name of Surveyor M. J. DE BILT.
 Particulars of Classification BS. (COASTING. SERVICE). Names of Sister Ships
 Type of Superstructures
 Trade of Ship
 Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)

			Corresponding Freeboard
TROPICAL FRESH WATER LINE above centre of disc	10 cms.		54. "
FRESH WATER LINE " " "	5 cms.	" "	59 "
TROPICAL LINE " " "	5 cms.	" "	59 "
WINTER LINE below " "	5 cms.	" "	69 "
WINTER NORTH ATLANTIC LINE " " "	10 cms.	" "	74 "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line 20 cms.

			Corresponding Freeboard
TROPICAL FRESH WATER Timber line above L.S.	10 cms.		34 "
FRESH WATER " " " "	5 "	" "	39 "
TROPICAL " " " "	5 "	" "	39 "
WINTER " " below " "	7 "	" "	51 "
WINTER NORTH ATLANTIC " " " "	30 "	" "	74 "

Number of years recommended for load line certificate

Assignth Master

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft
 on the 2nd March 1949



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Lloyd's Register
 Foundation
 Secretary

010067-010078-0319 1/10

COMPUTATION OF FREEBOARD

Length on summer load line 57.00 M. Moulded Breadth 9.5 M. Moulded Depth 2.85 M. Depth of Keel
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 342 M. Tons 1010 m³.
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} =$ 7991.
Displacement and tons per inch immersion in salt water at summer load line 915. 4.5.
Moulded depth 2.850. Deduction for Fresh Water $\frac{\Delta}{40 T} =$ 5 cm. inches
Stringer Plate .007. Round of Beam Correction
Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ - Ships Round of Beam 0 inches
Rise of floor (in sailers) - Standard Round of Beam $\frac{B \times 12}{50} =$ 193.
Depth for Freeboard (D) 2.857. Difference 183.
Table Depth 3.800. Restricted to
Depth Correction 8.33 x 57 / 3.96 = 113 m³ off. Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) =$ 45.75 x .7586.
If restricted by superstructures Yes. = 34.7 ON.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop							Standard Height of Superstructure <u>1.83 M.</u>
Raised Quarter Deck							" " R.Q.D. <u>✓</u>
Bridge	<u>7.93.</u>	<u>F -</u>	<u>1.105.</u>	<u>7.93.</u>	<u>1.105 / 1830</u>	<u>4.79.</u>	Percentage covered S/L = <u>35.42%</u>
Forecastle	<u>5.58.</u>	<u>A</u>	<u>.750.</u>	<u>5.58.</u>	<u>.750 / 183</u>	<u>2.29.</u>	" " E/L = <u>24.14%</u>
Forecastle	<u>6.68.</u>		<u>2.310.</u>	<u>6.68.</u>		<u>6.68.</u>	" from Table line A, B, (corrected for absence of forecastle if required) <u>✓</u>
" Forward							Percentage from Table by interpolation for Bridge less than .2L if required = <u>13.43.</u>
Tonnage Opening Aft							Deduction = <u>628 x .1343 = 84.3 m³ off.</u>
" " Forward							Percentage from Table for Tankers (or Timber ships) = <u>.4595.</u>
Totals				<u>2019.</u>		<u>13.76.</u>	Deduction = <u>628 x .4595 = 288.6</u>

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	<u>1115.</u>	<u>729.</u>	<u>729.</u>	<u>1</u>	<u>729.</u>
$\frac{1}{2}$ L from A.P.	<u>500.</u>	<u>324.</u>	<u>324.</u>	<u>4</u>	<u>1296.</u>
$\frac{1}{3}$ L from A.P.	<u>10</u>	<u>81.</u>	<u>81.</u>	<u>2</u>	<u>162.</u>
Amidships	<u>-</u>	<u>-</u>	<u>-</u>	<u>4</u>	<u>-</u>
$\frac{1}{3}$ L from F.P.	<u>-</u>	<u>162.</u>	<u>-</u>	<u>2</u>	<u>-</u>
$\frac{1}{2}$ L " "	<u>95.</u>	<u>648.</u>	<u>95.</u>	<u>4</u>	<u>380.</u>
F.P.	<u>380.</u>	<u>1458.</u>	<u>380.</u>	<u>1</u>	<u>380.</u>

Effective Mean Sheer = 164.
Standard " " .05L + 5 = 364.
Difference = 200.
Mean Actual sheer aft = More than 1.
Mean Actual sheer forward = Less than 1.
Length of enclosed superstructure forward of amidships = ✓
Length of Ship
Length of enclosed superstructure aft of amidships = ✓
Length of Ship
Sheer Correction = Difference X $\left(.75 - \frac{S}{2L}\right) =$ 200 x .5729.
= 114.6 cm.
If limited on account of midship superstructure = ✓
" to maximum allowance of 1 1/2 ins. per 100 ft. = ✓

TABULAR FREEBOARD corrected for flush deck if required = 531.77.

Correction for co-efficient = 14791 / 136. = 578.3. DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	<u>-</u>	<u>-</u>			
Deduction for superstructures		<u>84.3.</u>		Depth to Freeboard Deck in feet <u>2.857.</u>	<u>2.857.</u>
Sheer correction	<u>114.6</u>			Summer Freeboard in feet <u>.640.</u>	<u>.440.</u>
Round of Beam correction	<u>34.7.</u>			Moulded Draught (d) <u>2.217.</u>	<u>2.417. (d1)</u>
Correction for thickness of deck amidships				Addition for Keel	
Other corrections, scantlings, etc.				Extreme draught	
Summer Freeboard in inches	<u>64 cm.</u>	<u>84.3.</u>	<u>+ 65.0.</u>	Deduction for Tropical and addition for Winter freeboard d/4 = <u>5 ins.</u>	<u>5 ins.</u>
Additional allowance for superstructures on				Addition for Winter North Atlantic (if required) = <u>10 ins.</u>	<u>10 ins.</u>
Timber carrying ships			<u>204.3.</u>	Deduction for Tropical Timber Freeboard d/4 = <u>5 ins.</u>	<u>5 ins.</u>
Summer Timber Freeboard in inches	<u>440 cm.</u>	<u>439.0.</u>		Addition for Winter " " $\frac{d.1}{3}$ = <u>7 ins.</u>	<u>7 ins.</u>
				" " N.A. Timber Freeboard (if required) = <u>30 ins.</u>	<u>30 ins.</u>

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER:

"Orca" (ex US LCF 12)~~WITH~~ TIMBER DECK CARGO

Nationality

Dutch.

Builders' Name and No. of Ship

Messrs. Brown, Glasgow.

Port of Registry

Official Number

Owners

N.V. "Orca"

Gross Tonnage

Date of Build

Port and Date of survey

December 1948

Name of Surveyor

M. J. de Bilt

Particulars of Classification

Names of Sister Ships

Type of Superstructures

Trade of Ship

Service Endorsement if any

*B.S.
(Coasting Service)
raised fore deck with fore castle and
raised deck amidships with bridgehouse.*

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (..... steel)

TROPICAL FRESH WATER LINE above centre of disc *10 cms.*

Corresponding Freeboard

FRESH WATER LINE " " " *5 cms.*TROPICAL LINE " " " *5 cms.*WINTER LINE below " " " *5 cms.*WINTER NORTH ATLANTIC LINE " " " *10 cms.**64 cms.**54 "* ✓*59 "* ✓*59 "* ✓*69 "* ✓*74 "* ✓

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.

Corresponding Freeboard

FRESH WATER " " " "

TROPICAL " " " "

WINTER " " below "

WINTER NORTH ATLANTIC " " " "

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

Asst. Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the *2nd February 1949*

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M. J. de Bilt
Secretary
Foundation

2.22.
3.28.
1776.
444.
666.
COMPUTATION

8.33 $\times \frac{57}{3.96} \times \frac{L}{15}$

Standard Height of Superstructure 1.830M.

Percentage covered S/L = 35.42%.

" " E/L = 24.1470.

" from Table line A, B, (corrected for

absence of forecastle if required)

Percentage from Table by interpolation for Bridge

less than .2L if required = 13.43%

Deduction = $628 \times .1343 = 84.3 \text{ m OFE}$

Percentage from Table for Tankers (or Timber ships) = 14

Deduction =

$$\frac{\text{Mean Actual sheer aft}}{\text{" Standard " "}} = \text{MORE THAN.}$$
$$\frac{\text{Mean Actual sheer forward}}{\text{" Standard "}} = \text{LESS THAN 1.}$$
$$\frac{\text{Length of enclosed superstructure forward of amidships}}{\text{Length of Ship}} =$$
$$\frac{\text{Length of enclosed superstructure aft of amidships}}{\text{Length of Ship}}$$
$$\text{Shear Correction} = \text{Difference} \times \left(\frac{75}{2L} \right) = 200 \times \frac{57.29}{2} = 114.6 \text{ mm}$$

If limited on account of midship superstructure

to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

TABULAR FREEBOARD corrected for flush deck if required = 531.77.

Correction for co-efficient = $\frac{14.14}{136} = 578.3$ DRAUGHTS AND SEASONAL CORRECTIONS

0319 ⁴/₁₀

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

CONDITIONS OF ASSIGNMENT

SHIP'S NAME

"Orca"

OFFICIAL NUMBER

Nationality and Port of Registry

Curaçao, Willemstad

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	—	—	—	—	—	—	—	—
R.Q.D. "	—	—	—	—	—	—	—	—
Bridge Aft Bulkhead	—	—	1 80x85	700	lower end welded to deck	manhole	—	—
" Forward "	—	—	1 85x85	700	stiffened by door frame	2x1250x235	230	—
Forecastle Bulkhead	—	—	—	—	—	—	—	—
Trunk, Aft	—	—	—	—	—	—	—	—
" Forward	—	—	—	—	—	—	—	—
Exposed Machinery Casings on Freeboard or R.Q. Decks	—	—	—	—	—	1340x590	450	—
Exposed Machinery Casings on superstructure decks	—	—	—	—	—	—	—	—
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances	—	—	—	—	—	—	—	—
Deckhouses on flush deck ships	—	—	—	—	—	—	—	—

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	—
R.Q.D. "	—
Bridge Aft Bulkhead	—
" Forward "	—
Forecastle Bulkhead	—
Exposed Machinery Casings on Freeboard or R.Q. decks	—
Exposed Machinery Casings on superstructure decks	—
Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances	—
Deck houses on Flush Deck ships	—

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well	24.38 m	1000	4x 1200 x 230 + 1x 1250 x 230 + 1x 1000 x 250	17.7	16.29
Forward Well	12.19 m	1000	3 x 1200 x 230	10.5	—

State fore and aft position and height above deck to bottom of port, for each port

After Well	see sketch	260/160 - 60 mm
Forward Well	see sketch	65 mm

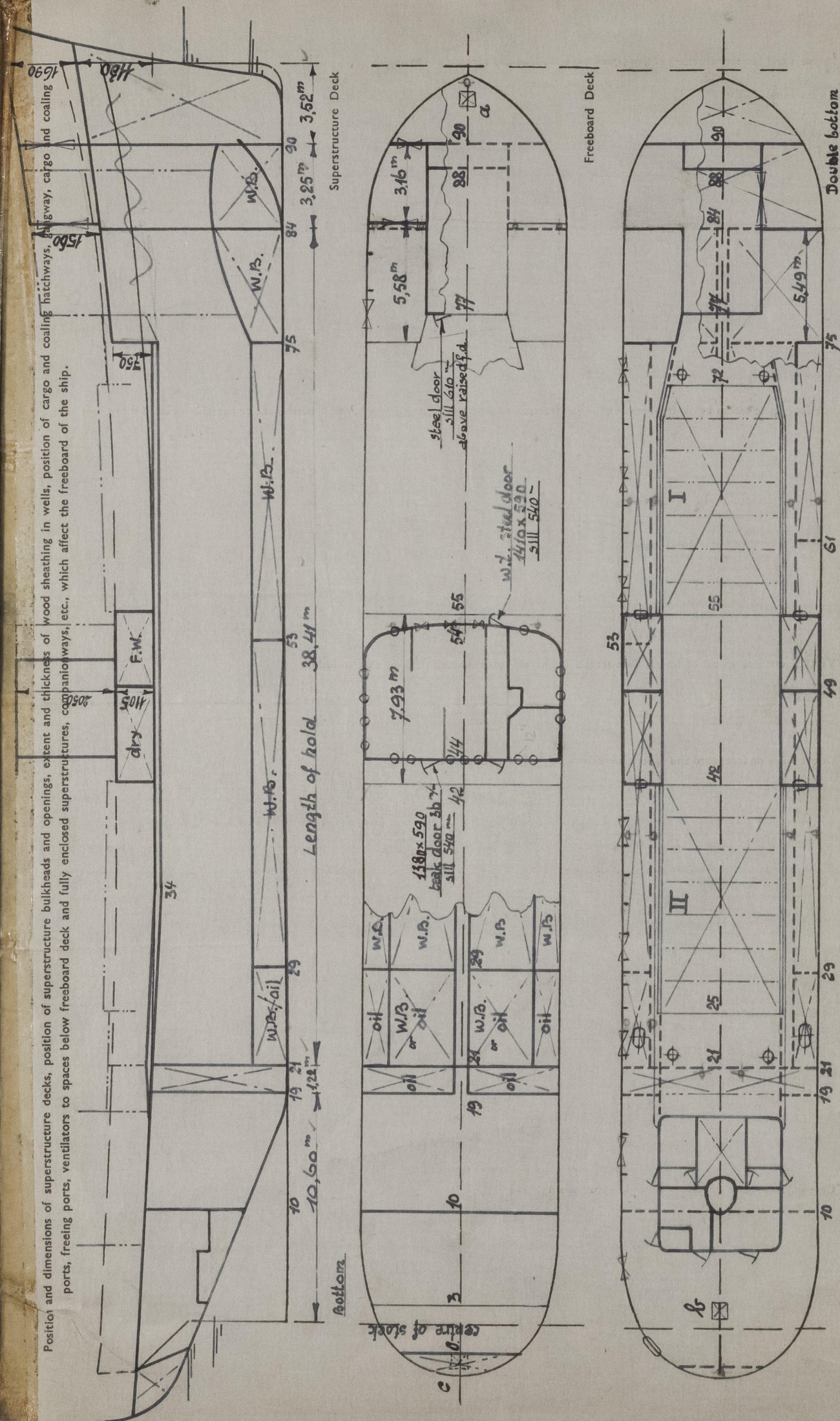
State whether freeing ports are fitted with shutters, bars or rails, and give particulars

no shutters, nor bars

Give particulars of freeing port area, etc., on superstructure decks

each side of raised foredeck 1x 1250 x 230", sill 150"

Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangways, cargo and coaling hatchways, etc., which affect the freeboard of the ship.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	Dimensions of Hatchway	Height { steel { deck above wood { sides { ends { Thickness { Stiffeners { Brackets or Stays {	Number { Spacing { Scantling and Sketch {	Bearing Surface and thickness of carriers or sockets	Number { Spacing { Unsupported lengths { Scantling and Sketch {	Bearing Surface and thickness of carriers or sockets	Material { Thickness { How fitted { Bearing Surface { Spacing of Cleats { Number of Tarpaulins {																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
I	10.36m x 5.84m / 5.98m	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 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1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180 x 18	70	1350 - 1400	6 148m	180 x 18 440 x 10 180

Are wood fore and afters steel shod at all bearing surfaces?

Are battens and wedges efficient and in good condition?

locking bars

Are tarpaulins in good condition and in accordance with rule requirements?

Are lashings provided in accordance with rule requirements?

yes

Give full particulars of the following:—

Fiddle, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casings tops and their means of closing (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

4 steel flaps on engine room skylight

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

on each side 1 manhole to oil side bunkers, 425 x 325, oil tight steel cover.

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

in after bulkhead of deck house forward 1 steel door, sill height 800 mm above raised foredeck; closable from both sides.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

on forecastle 5 mushrooms $\phi 6"$.

on platform before N:1 hatchway and after N:2 hatchway 2x2 ventilators $\phi 1\frac{1}{2}"$, thickness 85 mm; height respectively 915 mm and 2000 mm above platform.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

on forecastle deck 1 x $\phi 3"$, 700 mm height.
on raised foredeck 2 x $\phi 3"$, 825 mm "
in forward well 2 x 2 x $\phi 3"$, 900 mm height
in after well 2 x 4 x $\phi 3"$, 915 mm "
on raised middle deck 2 x $\phi 3"$, 430/525 "
on platform aft 2 x $\phi 2\frac{1}{2}"$, 620 height.

0319%

Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

deckhouse forward: 1 bronze non return valve in S.B. ballast tank on shell from W.C. and wash-bowls (in closet-pot still 2 valves)
1 gate valve for washing on tank deck.

deckhouse midships: W.C. on starboard and portside with 2 valves in closet-pot.
1 gate valve on shell from wash-bowls on S.B. and P.S. $\phi 2"$
1 non return valve in tank from donkey-floor S.B.
1 gate valve on shell from wash-bowl, $\phi 1\frac{1}{2}"$, S.B.

deckhouse aft: 1 non return valve on shell in eng. room from W.C. on portside (in closet-pot still 2 valves) cont. see below

Side scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

in front of bridgehouse 2 x $\phi 14"$ with deadlights.
3 windows 520 x 370 mm
in after bulkhead 7 x $\phi 12"$
in starboard side 3, in portside 4 x ϕ

125.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

Guard Rails on freeboard and superstructure decks (state type and where fitted)

on forecastle bulwark 860-1000 mm + afterwards a guard rail, tube $\phi 60$ mm + $\phi 25$ mm rod; sleepers tube $\phi 50$ mm, spaced 1.90 mm
on raised foredeck bulwark 1550 mm.

Gangways and Lifelines

over hatchways.

Gangway, Cargo and Coaling Ports in sides of ship

cont: on S.B. and P.S. in engine room 1 gate valve from wash-bowls $\phi 1\frac{1}{2}"$
1 gate valve $\phi 2"$ from donkey-floor and wash bowl in eng. room.

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SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

yes

Is provision made for protection of steering gear?

along hatchway after brackets and steel cover over spring guide.

Is emergency steering gear provided?

emergency rudders to quadrant

Are efficient sockets and eyes for lashings provided and properly spaced?

yes

State particulars of longitudinal subdivision in double bottom

see sketch

State particulars of Bulwarks and Rails

stanchions spaced 1.22 m $\phi 7\frac{1}{8}"$ 210 x 85

Particulars of any Special Features in the construction of the Ship

in forward well: 4 sockets I.I. 105 x 10 on each side
5 eyes of thickness 16 mm, "
in aft well: 4 sockets I.I. 105 x 10 on each side
5 eyes of thickness 16 mm, "

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition

Report N: 171.
Groningen, 22-12-48
W. J. J. J. J.



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