

10,164

Port of Survey *Belfast.*
Date of Survey *Whilst Building*
Name of Surveyor *J. Hodgson*

100 Al. with freeboard
(Class Contemplated)

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.....	420	
Length in Table	351	437
Difference	68	63
Correction for 10ft., Table A.	1	5"
Table C.		
× Difference divided by 10	10	10.29
(if required.		
If $\frac{6}{10}$ ths length covered divide by 2	5	5.14
		+ 5 1/4"

Proportion covered, if less than $\frac{7}{10}$ ths length covered ✓
Thickness of usual wood deck, less stringer - 32

Breadth at Gunwale amidships..... $56 \cdot 5$
 Round of Beam..... $13 \frac{1}{2}$
 Normal round..... 114
 Difference..... $\frac{1}{2}$ $\div 2 = \dots\dots + \frac{1}{4}$
 Proportion of Deck uncovered (Para. 19)..... 003

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

¶ Fall in Sheer } $\div 2 =$
 Para. 18 (*d*) }
 Length uncovered

Freeboard, Table C.....
Correction for Length, if required (Para. 12, 18, and 14)
Freeboard by Table A. corrected for sheer, and for length, }
if required (Para. 12, 18, and 14)
Difference
Percentage as below.....

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	344.4	344.4	7.0 min
Bridge House			
Tonnage allowed	30		
+ Raised Qr. Dk.....	36.3	36.3	9.9
Poop.....			
Total	414.0	414.0	99.3
Length of Ship	420	420	100.0
Corresponding percentage {	94.3	94.3%	99.3
(Para. 11, 12, 13, or 14)			

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

[illegible]

+ 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.

○ 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 B.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.

2nd. 7.18 T

1. 11. 12.970 = 6.90 010362-010368-01524

Tonnage Opening ^{B of} Fitted

Do all the Frames extend to the top height in the Poop? *Yes.* Raised Quarter Deck? ☒ Bridge House? *Yes* Forecastle? *Yes*
To what height do the Reverse Frames extend? *Main Deck*
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? ☒ 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? *Yes.*
How are the openings closed? *Weather boards full height in riveted channels.*
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? ☒
Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *By Skillet deck.*
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? *8'-0* 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 Section 28 of the Rules for 1904-5? Give particulars below: *Yes as per Rule under.*

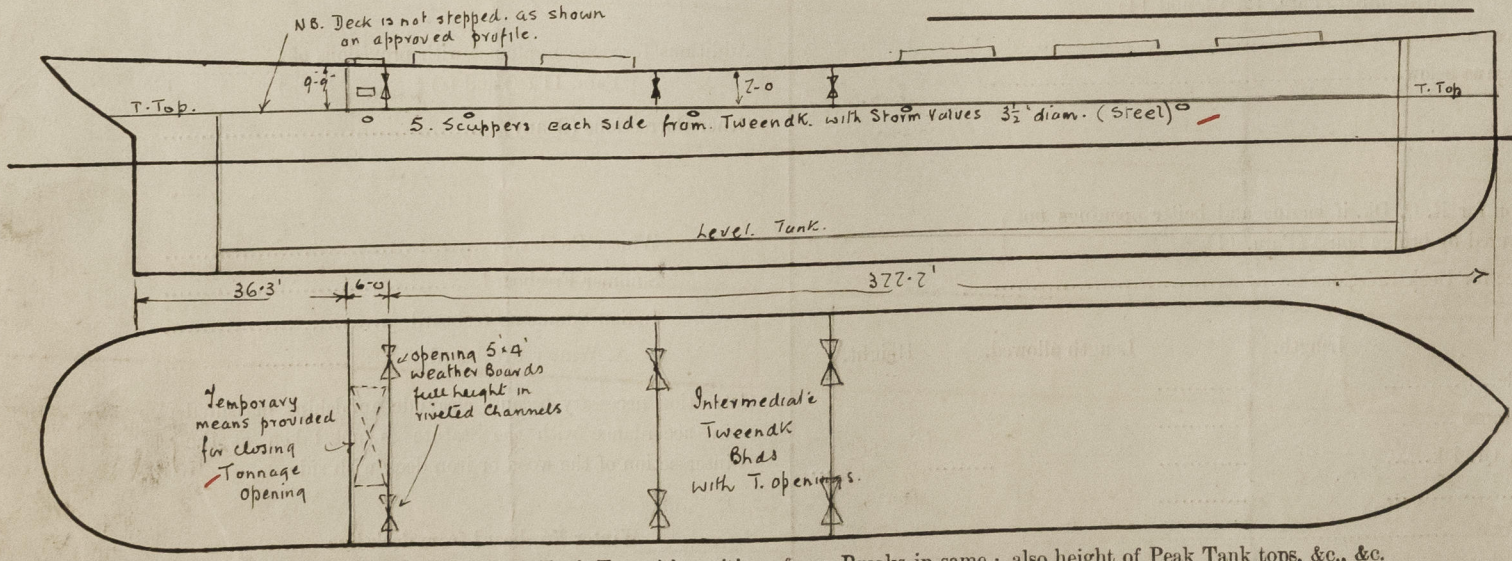
Position and Size.	Shelter Dk. N°1. 24' x 20'		N°2. 30' x 20'		N°3. 24' x 20'		N°4. 33' x 20'		N°5. 30' x 20'	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	33"	as	33	as	33	as	33	as	33
	Sides.....	.114	fitted	.44	fitted	.44	fitted	.50	fitted	.44
	Ends.....	.114		.114		.114		.114		.114
SHIFTING BEAMS OR WEB PLATES.	Number	5		5		5		5		5
	Section and Scantlings	7" Plate 17 x 36	"	7" Plate 13 x 34	"	7" Plate 13 x 32	"	7" 13 x 36	"	as in N°2.
	Material	Steel 4 Angles 4 x 3 x .114		Angles 4 x 3 x .114		Angles 4 x 3 x .114		4 x 3 x .114		
* FORE AND AFTERS.	Number									
	Section and Scantlings	None.		None.		None.		None.		None.
	Material									
HATCHES Thickness	2 3/4		2 3/4		2 3/4		2 3/4		2 3/4	
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? *.67.* Strake between Main and Bridge Sheerstrakes? *.67.*

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 *6'-0"*
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.
In Tonnage Well. 2.0 x 1.0 x 1
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

Approved plans of this vessel are filed in the London office.
Request form forwarded herewith.

Owners: *Bank Line Ltd. (A. Weiss & Co. Mgrs)*

Address

Fee £ 10 : - : - Received by me *See F.B. Report*
to be charged with Port Entry.

and in reply thereto I think it well to observe that the

Requirement to fit storm valves

S/S. "DEEBANK"

Belfast Report. 10164.

2nd Deck Hatchways

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. Forward 24 x 20	No. 2. 30 x 20	No. 3. 27 x 20		Deep Tank. 9' 0" x 7' 6"	No. 4, 21 x 20	No. 5 30 x 20	No. 6, 5' 4" x 12' 0" (Tonnage well)	Ship.	Rule.
Item.		Ship.	Rule. Ship	Ship.	Rule.	Ship. Port Starboard	Rule. Ship	Ship.	Rule. Ship		
COAMING.	Height above top of DECK	9" Bulb A. .40	9" B.A. .40	9" B.A. .40		9" .40 .40	9" Bulb Angle .40 .40	9" B.A. .40 .40	26 1/2" .40 .40		
	Thickness { Sides.....	do.	do.	do							
	Ends.....										
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	3 8. inter. med. Bulkhead		None	3	5	None		
	Section and Scantlings	7 1/2" 20 x 38	7 1/2" 18 x 36	7 1/2" One at 20 x 36		7 1/2" 19 x 36	7 1/2" 19 x 36	7 1/2" 19 x 36			
	Material Steel	2 1/2" 4 Angles 4 x 3 x 44	2 1/2" 4 x 3 x 44	2 1/2" Two @ 16 x 36 Angles. 4 x 3 x 44		2 1/2" 4 Angles 4 x 3 x 44	2 1/2" 4 Angles 4 x 3 x 44	2 1/2" 4 Angles 4 x 3 x 44			
* FORE AND AFTERS.	Number	None.	None	None		None.	None	None	None		
	Section and Scantlings										
	Material										
HATCHES Thickness		2 3/4"	2 3/4"	3"		Stiffened Plate Covers.	2 3/4"	2 3/4"	2 3/4"		
Remarks.....											

to advise

that it has been ascertained from the Board of Trade

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