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Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.

Port of Survey *Leith*
Date of Survey *18th February 1921*
Name of Surveyor *James Potts*

Robert Dollar

Ship's Name <i>T.S.S. Kurland</i>	Port of Registry and Nationality <i>Ex German Vessel</i>	Official Number <i>145168</i>	Gross Tonnage <i>10893.47</i>	Date of Build <i>1920</i>	Particulars of Classification <i>Contemplated 100A1. Awning dks with freeboard.</i>
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Registered Dimensions from P's Register	LENGTH <i>523.5</i>	BREADTH <i>65.7</i>	DEPTH <i>27.55 to lower deck 37.55 to top dk</i>	UNDER DECK Tonnage <i>7184 to Tonnage dk 2857 for tween dks</i>
Length on LOADLINE		Frame Depth <i>10.63</i>	Ceiling <i>+20</i>	Peak
		Rule " <i>8.0</i>	Sheer <i>+57</i>	Tanks
		<i>2.63 x 2 = .44</i>	Level Tank Depth to T.T. <i>27.45</i>	
CORRECTED DIMENSIONS	<i>523.5</i>	<i>65.26</i>	<i>28.22</i>	<i>7184</i>

Moulded Depth as measured *30'-3"* Main Deck.
40'-3" Spar or Awning Deck.

30.3
1.5
31.8
4.2
27.5

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

Co-efficient of fineness *.75*
Any modification necessary [Para. 4 (a) to (e)] *C.D.B.*
Co-efficient as corrected *.73*

CORRECTION FOR LENGTH:—

Length of Ship on Load Line	<i>523.5</i>
Length in Table	<i>363.0</i>
Difference	<i>160.5</i>
Correction for 10ft.	<i>0.8</i>
x Difference ÷ 10 =	<i>12.84</i>
	<i>+ 12 3/4"</i>

Allowance for strength in excess of Lloyd's rules = *39 1/2"*

State particulars—

An amidship section
Three steel decks. Beams every frame
Deep bulk angle framing all to awning deck
Topsides increased
nine W.T. bulkheads to awning dk

$$45.5 \div .55 = \frac{82.73}{62.35} = 132.38$$

Sheer at Stem *126"* } Mean at 1/2 length from Stem *64"* } Mean
Sternpost *56"* } " " Sternpost *29"* } *45.5"*
Drop in Sheer abaft amidships *none*

Round of Spar-deck Beam *14"*
" " Main-deck " *14"*

Forecastle	Length <i>45.4</i>	Height <i>8.0</i>	State if open or closed at ends <i>closed with storm board & at fore end with steel hinged door with umbrellas.</i>
Bridge		<i>8.0</i>	<i>closed with storm board & small steel doors.</i>
Poop	<i>59.8</i>	<i>8.0</i>	

Height of 'Tween Decks	<i>10'-0"</i>
(From top of beam to top of beam at side)	
Correction for Height of 'Tween Decks in Spar-decked Ships	
Freeboard Table <i>A & C</i>	<i>4'-4 1/2"</i>
Correction for Length	<i>+ 1 - 0 3/4"</i>
Correction for Height of 'Tween Decks in Spar-decked Ships <i>one inch stringer on awning dk</i>	<i>5 - 5 1/4"</i>
	<i>+ 0 - 0 1/2"</i>
	<i>15 - 5 3/4"</i>
Correction for Strength in excess of Lloyd's rules	<i>3 - 3 1/2"</i>
	<i>12 - 2 1/4"</i>
Correction for Iron Deck if required	<i>- 3 1/2"</i>
Other Corrections (if any)	<i>11 - 10 3/4"</i>
Winter Freeboard	<i>11'-10 3/4"</i>
Summer Freeboard	<i>7</i>
Indian Summer Freeboard	<i>10 - 8 3/4"</i>
N.A. Winter Freeboard	<i>✓</i>

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side *1 3/4"*

Winter Freeboard from Deck Line	<i>12'-0 1/2"</i>
Summer " " "	<i>11 - 5 1/2"</i>
Indian Summer " " "	<i>10 - 10 1/2"</i>
N.A. Winter " " "	<i>✓</i>

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

Fresh Water Line	above centre of Disc	<i>7 1/2"</i>
Indian Summer Line	" " "	<i>7</i>
Winter Line	below " " "	<i>7</i>
Winter North Atlantic Line	" " "	<i>7</i>

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.
* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

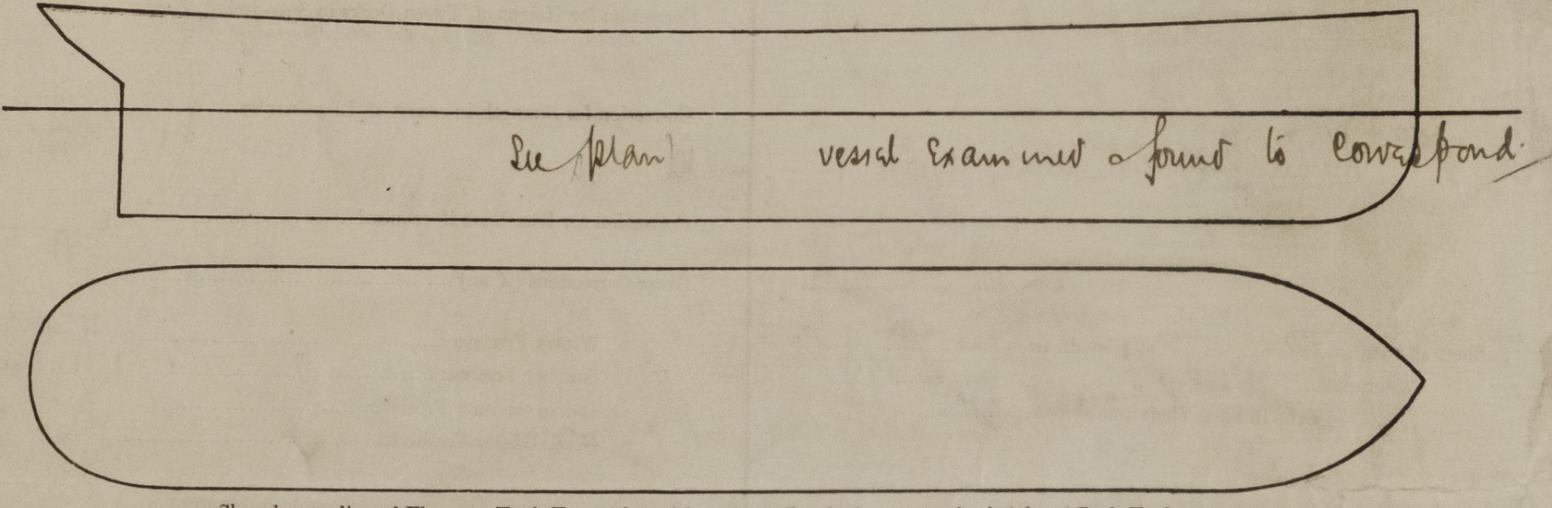


Do all the Frames extend to the top Height in the ^{Amidships} Spar deck? *Yes* / Awning deck?
 Do all the Frames extend to the top height in the Poop? *Yes* / Bridge House? *Yes* / Forecastle? *Yes*
 To what height do the Reverse Frames extend? *To underside of lowest tier of beams*
 Has the Poop an efficient Iron Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Hinged Iron door*
 Is the Poop 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 *Hinged watertight door with lumbuckles*
 What is the thickness of the Bridge Front plating? *.42* and Coaming plate? *.48*
 Give scantlings and spacing of the Stiffeners *3/4" x 3" + 62 lbs. spacer 26 1/2" 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? *Stormboards with channels*
 Is the Forecastle at least as high as the main or top-gallant rail? / 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, or enclosed by a Strong Iron or Steel Deckhouse? *Yes*
 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? *See plan.* / 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:—

Position and Size.	No 1		No 2		No 3		No 4		No 5		No 6		No 7	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	32 1/2	32 1/2	32 1/2	36	32 1/2	32 1/2	33" above 3" wood dk							
Thickness	Sides.....	.50	.50	.44	.50	.54	.44	12" channels in sides of						
	Ends.....	.44	.44	.44	.44	.44	.44	9 1/2" lbs. in "						
SHIFTING BEAMS OR WEB PLATES.	Number.....	5	5	3	5	5	1							
	Section and Scantlings.....	4 1/4 x 3 7/16	at ho 1	at ho 1	2 1/4 x 2 1/4	at ho 1	at ho 1	2 1/4 x 3 7/16						
	Material.....	.38 steel			.38			.38						
* FORE AND AFTERS.	Number.....	6 1/2 x 2 1/2 x 50			6 1/2 x 2 1/2 x 50			6 1/2 x 2 1/2 x 50						
	Section and Scantlings.....			None										
	Material.....													
HATCHES Thickness.....	3"	3"	3"	3"	3"	3"	3"							
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.)

No Side Scuttles



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

Owners _____
 Address _____
 Fee £ 15 : 0 : 0 Received by me _____