

Norwegian 23309

27503

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

 Port of Survey Dundee
 Date of Survey 13 Feb. 1919
 Name of Surveyor A.W. Paterson

 Ship's Name. don S.B.C.
 Port of Registry and Nationality. 142254 Brit.
 Official Number. 100 H1 Shelter deck with fbd.
 Gross Tonnage. 4510.39
 Date of Build. 1910

LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
400.6	52.4	26.95	4510.39
400	Frame Depth 9	Ceiling +.20	Peak
	Rule " 6	Sheer +.29	Tanks
		3	4" drop in tank
		-.5	+ .16
400	51.9	27.60	4510.39

 Moulded Depth as measured 29.6 Main Deck.
 " " " 27.7 Spar or Awning Deck.

 ent of fineness78
 dification necessary } 6.25
 a. 4 (a) to (e)*]
 nt as corrected76

 e for strength in excess of Lloyd's rules = 35 1/2

 particulars—
 up channel frames
 steel decks
 sides increased in thickness
 bridge above shelter deck

$$33.25 \div .55 = 60.45$$

$$36 \overline{) 10.45} = 29$$

95.5 } at length from Stem 46 } 33.25
 47 } " " Sternpost 20.5 }

 Drop in Sheer abaft amidships.....
 Spar-deck Beam..... 13
 Main-deck "..... 13
 Length x Height. State if open or closed at ends.
 148 x closed fore and open aft

 CORRECTION FOR LENGTH:—
 Length of Ship on Load Line..... 400
 Length in Table..... 354
 Difference..... 46
 Correction for 10ft..... .8
 x Difference ÷ 10 = + 5 3/4

 Height of 'Tween Decks..... 8-1
 (From top of beam to top of beam at side)
 Correction for Height of 'Tween Decks in Spar-decked Ships.....

 Freeboard Table B.C...... 4-2
 Correction for Length..... + 5 3/4
 Correction for Height of 'Tween Decks in Spar-decked Ships..... 8-1
 12-6 3/4
 Correction for Strength in excess of Lloyd's rules..... 2 11 1/2
 9 7 1/4
 Correction for Iron Deck if required..... -3 1/2
 9 3 3/4
 Other Corrections (if any).....

 Winter Freeboard..... 9 3 3/4
 Summer Freeboard..... 8 9 1/4
 Indian Summer Freeboard..... 8 2 3/4
 N.A. Winter Freeboard.....

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

 Winter Freeboard from Deck Line..... 9-5 1/2
 Summer " " "..... 8-11
 Indian Summer " " "..... 8-4 1/2
 N.A. Winter " " "..... 8-11

 (Iron) Deck:—
 Fresh Water Line above centre of Disc 8' 11"
 Indian Summer Line " " "..... 7
 Winter Line below " " "..... 6 1/2
 Winter North Atlantic Line " " "..... 6 1/2

 BOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Shelter
 3. 19.
 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.

Surveyors ✓ 5.3.19.

Do all the Frames extend to the top Height in the Spar deck? Awning deck?

Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle?

To what height do the Reverse Frames extend?

Has the Poop an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead Has the Bridge House an efficient Bulkhead at the fore end?

Is the Poop connected with the Bridge House?

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?

How are the openings closed?

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?

Are the Engine and Boiler openings covered by a Bridge, Poop, {
or enclosed by a Strong Iron or Steel Deckhouse?

If the openings are not so protected are the exposed parts of the Casings efficiently constructed?

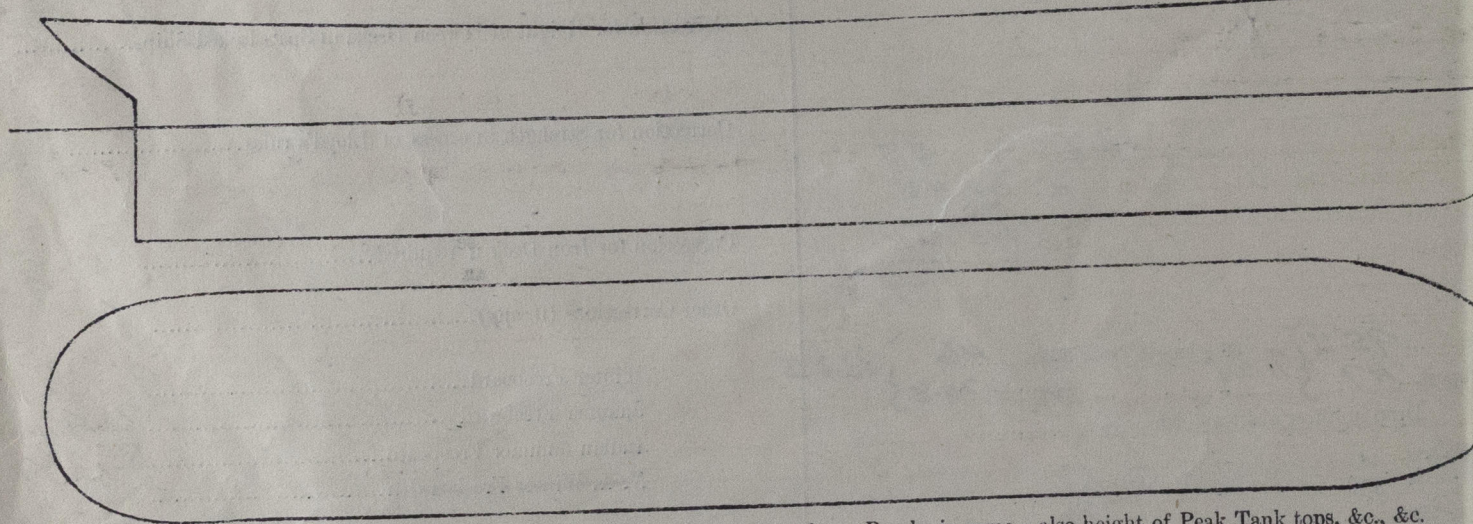
Give thickness of plating; scantlings and spacing of Stiffeners

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:—

Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
Item.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
COAMING.	Height above top of DECK																
	Thickness { Sides.....																
	Ends.....																
SHIFTING BEAMS OR WEB PLATES.	Number																
	Section and Scantlings																
	Material																
* FORE AND AFTERS.	Number																
	Section and Scantlings																
	Material																
HATCHES Thickness																	
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.)



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

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