

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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 Hong KongDate of Survey December 1st. 1917.Name of Surveyor John Lambert

Ship's Name.

"PROSPER"

Port of Registry and Nationality.

Hong Kong

Official Number.

139,577

Gross Tonnage.

2231.76

Date of Build.

12, 1917

Particulars of Classification.

*100A1

Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>270.6'</u>	<u>40.1'</u>	<u>19.45'</u>	<u>1786.41</u>
Length on LOADLINE.	<u>269.63'</u>	Frame Depth <u>5'</u> Rule <u>5'</u>	Ceiling <u>19.27'</u> Sheer <u>+0.64'</u>	Peak Tanks
		<u>1/2</u> <u>2" drop in</u>	<u>Fore 11.00</u>	
		<u>— .08</u> <u>1/2" tank +0.08</u>	<u>Aft 8.10</u>	
CORRECTED DIMENSIONS.	<u>269.63</u>	<u>40.02</u>	<u>19.99</u>	<u>1805.51</u>

Co-efficient of fineness..... .838 C.B.B.
 Any modification necessary [Para. 4 (a) to (e)]* Breadth inside wood cargo battens on frames in holds = 38.75'
 Co-efficient as corrected82

Sheer { Stem..... 90" } 132" ÷ 2 = 66" ...Mean
 at { Sternpost ... 42" }
 Sheer at $\frac{1}{2}$ of the length from { Stem 44" } 66" ÷ 2 = 33" ...Mean
 { Sternpost 22" } ÷ .55
 Gradual mean Sheer 60 * = 60
 Standard mean Sheer [Table, Para. 18] 36.96 Correction
 Difference..... 23.04 ÷ 4 = -5.34
 § If limited as Para. 18 (f)..... -5.34

Rise in Sheer { At front of bridge house..... 6 1/2"
 from amidships {
 [Para. 18 (e)] { At after end of forecastle Side houses 41 1/2"
 Centre bulkhead 51 1/2"

Fall in Sheer { Nil ÷ 2 =
 Para. 18 (d) {

Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 1-9
 Correction for Length, if required (Para. 12, 13, and 14) + 3/4
1-9 3/4
 Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) 4-1 1/4
 Difference 2-3 1/2
 Percentage as below..... 31.30%

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) 8.61

Allowance for Deck Erections -8 1/2

	Length.	Length allowed.	Height.
Forecastle.....	<u>26.17'</u>	<u>9.79'</u>	<u>extension P. & S. 7.25</u>
Bridge House.....	<u>76.37'</u>	<u>76.37</u>	<u>7.25</u>
† Raised Qr. Dk.....	<u>-</u>	<u>-</u>	<u>-</u>
Poop.....	<u>26.08</u>	<u>26.08</u>	<u>7.25</u>
Total.....	<u>132.05</u>	<u>132.05</u>	<u>= .49</u>

Length of Ship 269.63'Corresponding percentage (Para. 12, 13, or 14) 31.30%

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

	Fresh Water Line	above centre of Disc
<u>22.2.18</u>	Indian Summer Line	" " "
	Winter Line	below " "
	Winter North Atlantic Line	" " "

* 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 sternpost. 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.

1m. 13.16. T.

Moulded Depth as measured..... 21'-6"

Addition for Keel below base line
 for draught record..... 1 1/2 inches.

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.....	<u>269.63'</u>
Length in Table	<u>758</u>
Difference	<u>11.63</u>
Correction for 10ft., Table A.	<u>1.2</u> Table C. <u>.6</u>
× Difference divided by 10	<u>1.40</u> (if required.) <u>.70</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>+ 1 1/2</u> <u>+ 3/4</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered49 133.51
 Thickness of usual wood deck, less stringer 3 1/2
2 1/2" leak in wells = 1 x .49 - 1/2

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 39'-3 1/2"
 Round of Beam 9 3/4"
 Normal round..... 9 3/4
 Difference ÷ 2 =
 Proportion of Deck uncovered (Para. 19)

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

Freeboard, Table A 4-5 1/2
 Correction for Sheer - 5 3/4
3-11 3/4
 Correction for Length + 1 1/2
4-1 1/4
 Allowance for Deck Erections - 8 1/2
3-4 3/4
 Correction for Round of Beam.....
 Correction for fall in Sheer (if any).....
2 1/2" sheathing on
 Correction for Iron Deck (if required) in wells..... - 1/2
3-4 1/4
ho wooden bridge deck
 Additions for non-compliance with provisions of {
 Para. 11 (d) and (e) † - 2 1/2
3-1 3/4
 Other Corrections (if any)

Winter Freeboard 3-1 3/4
 Summer Freeboard 2-10 3/4
 Indian Summer Freeboard 2-7 3/4
 N. A. Winter Freeboard 3-3 3/4

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. 1 1/2

Winter Freeboard from deck line 3-3 1/4
 Summer " " " 3-0 1/4
 Indian Summer " " " 2-9 1/4
 N. A. Winter " " " 3-5 1/4

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† 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.

RECEIVED 11.1.19
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6600-585110-675110

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? **In after peak to upper deck; In way of forecastle alternately to forecastle deck; elsewhere to upper and second deck alternately.**
 Has the Poop ~~on Raised Quarter Deck~~ an efficient Iron Bulkhead at the fore end? **Yes**
 Give particulars of the means for closing the openings in Bulkhead **Watertight front, no openings; 5 scuttles 10" diameter with deadlights; steel entrance house on poop**
 Is the Poop ~~on 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 **Steel doors P. & S.; Doors hinged and open outboards, Iron wedging handles.**
 What is the thickness of the Bridge Front plating? **.34"** and Coaming plate? **.38"**
 Give scantlings and spacing of the Stiffeners **6" x 3.063" x .563" web; .50 to .28 flanges; channel bars spaced 2' 6"**
 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? **3" weather boards 4'-0" above deck, fitted in 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? **Steel**
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck or enclosed by a Strong Iron or Steel Deckhouse? **By bridge; also a steel casing 8'-6" above bridge 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'-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 Section 28 of the Rules for 1904-5? Give particulars below: **Yes**

Position and Size.		No.1-19'7" x 16'		No.2-23'6" x 16'		No.3-23'6" x 16'		No.4-19'7" x 16'			
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	33 1/4"	24"	33 1/4"	24"	33 1/4"	24"	33 1/4"	24"		
	Thickness { Sides.....	.44"	.44"	.46"	.44"	.46"	.44"	.44"	.44"		
	Ends.....	.44"	.44"	.44"	.44"	.44"	.44"	.44"	.44"		
SHIFTING BEAMS OR WEB PLATES.	Number.....	3	3	4	4	4	4	3	3		
	Section and Scantlings.....	2-14"x.34 14 x.34	"	2-14x.34 14x.34	"	2-14x.34 14x.34	"	2-14x.34 14x.34	"		
	Material.....	Steel		Steel		Steel		Steel			
* FORE AND AFTERS.	Number.....	Nil		Nil		Nil		Nil			
	Section and Scantlings.....										
	Material.....										
HATCHES Thickness.....		2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"		
Remarks.....		Double tarpaulins to all hatches. Stiffeners all round hatches. (6"x2.93x.437 No.1&4 7"x3.4x.41 No.2&3)									

* 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 deck at side amidships to lower edge of lowest side scuttle.) Distance below deck 1'-9" Distance above keel 19'-10 1/2"

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? **.52"** Strake between Main and Bridge Sheerstrakes? **.52"**

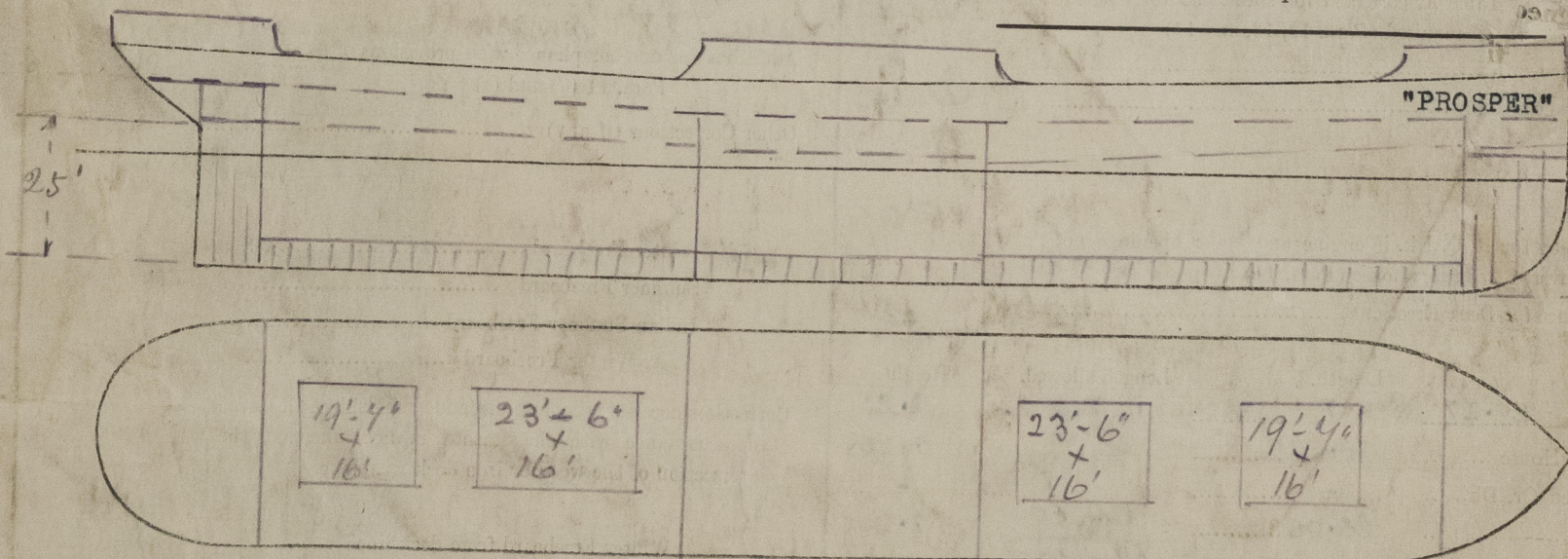
Delete the words { The Crew ~~are~~, are not, berthed in the bridge house. that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~satisfactory~~ satisfactory.

Length of Bulwarks in well Forward 62'-8"; Aft 68'-6"

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 26.23 Sq. ft.

	Ft.	Tenths.	Ft.	Tenths.	No.	
Forward	3.0	x	1.58	x	3	Freeing Ports (each side of vessel) = 28.44 Sq. ft.
Aft	3.0	x	1.58	x	3	

Total deficiency or excess = 2.21 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 **Steel second deck; 2 1/2 teak sheathing on upper deck in wells.**
American (Approved) channel bars substituted for Rule Size Bulb Angles as per Shipbuilders Midship Section No.241/5.16 approved 26th. June 1916.

Owners **Hans Kiaer & Co.**

Address **Drammen, Norway.**

Fee **£5.00**

Received by me



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