

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(CONDITIONS OF ASSIGNMENT.)

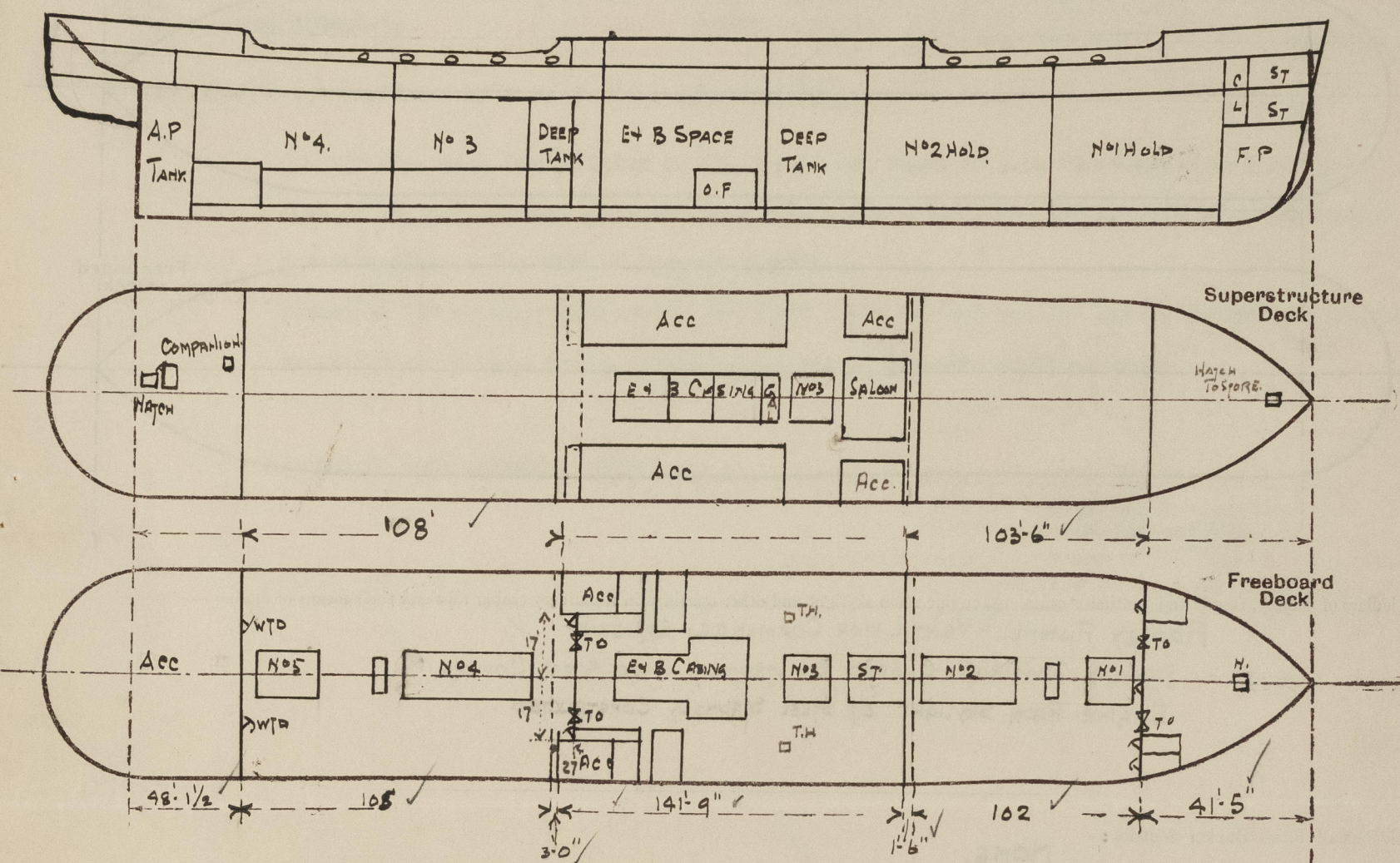
2 AUG 1948

Index No.
(For London Office only).

GRK. REPORT N° 23781.

Ship's Name **BIOGRAPHER**Port of Survey **GREENOCK**Official Number **✓ 183743**Surveyor's Signature **Kenneth Inglis.**Nationality and Port of Registry **BRITISH, LIVERPOOL**Date of Survey **WHILE BUILDING 1948-9.**

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement : —



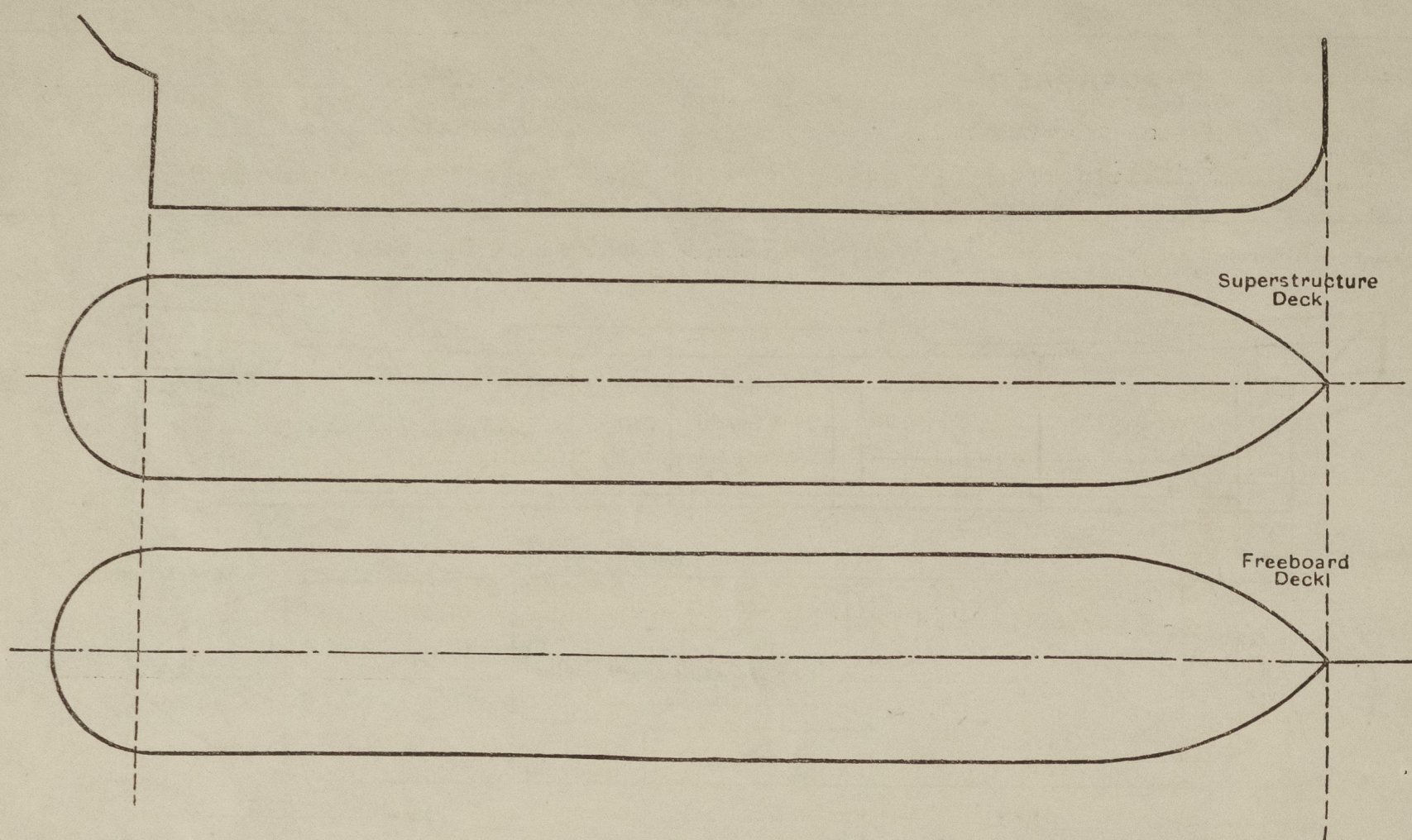
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	.38	.38	7 x 3 1/2 x 44 O.A.	29"	WELDED.	3 @ 2' x 2' 2 @ 5' x 2'	4' 6" Above Deck 18"	7'-11 1/2"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...	.30	.30	5 x 3 x 32 O.A.	29"	NONE	1 @ 5' x 2' 1 @ 5' x 2' 6" 2 @ 5' x 4'	18"	7'-11 1/2"
Bridge, Forward Bulkhead ...	.44	.44	9 x 3 1/2 x 52 BA	30"	WELDED.	NONE	✓	7'-11 1/2"
Forecastle Bulkhead ...	.30	.30	4 x 3 x 32 O.A.	28"	NONE	2 @ 5' 6" x 4' 4 @ 5' x 2'	18"	7'-11 1/2"
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks ...	.32	.32	3 x 3 x 30 O.A.	36"	CONTINUOUS.	5' x 2' 6"	18" ABOVE WOOD	7'-6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	.32	.32	3 x 3 x 30 O.A.	36"	CONTINUOUS	5' x 2' 6"	18"	7'-11 1/2"
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	TWO STEEL HINGED WATERTIGHT DOORS MANIPULATED FROM BOTH SIDES STEEL HINGED DOORS TO OPENINGS TO GALLEY SECURED BY TOGGLES
Raised Quarter Deck Bulkhead ...	CHANNELS 4 BOARD FULL HEIGHT. CHANNELS RIVETED TO BULKHEAD
Bridge, After Bulkhead ...	TWO STEEL HINGED DOORS CAPABLE OF BEING MANIPULATED FROM BOTH SIDES.
Bridge, Forward Bulkhead ...	NO OPENINGS
Forecastle Bulkhead ...	BOLTED PLATES. HOOK BOLTS NOT PASSING. THRU BULKHEAD SPACED 15" APART.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	TWO STEEL TWO WOOD HINGED DOORS CAPABLE OF BEING MANIPULATED FROM BOTH SIDES.
Exposed Machinery Casings on Superstructure Decks ...	HINGED STEEL DOORS WORKABLE FROM BOTH SIDES
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	HINGED STEEL DOORS WORKABLE FROM BOTH SIDES
Deckhouses on Flush Deck Ships ...	

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship:—



Particulars of fiddley, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:—

FIDDLEY FUNNEL & VENTILATOR COAMINGS EFFICIENT

FIDDLEY GRATINGS CLOSED BY STRONG HINGED STEEL COVERS.

ENGINE ROOM SKYLIGHT OF STEEL STRONGLY CONSTRUCTED.

Particulars of Flush Bunker Scuttles :—

NONE.

Particulars of Companionways :—

STEEL COMPANION ON POOP DK SUBSTANTIALLY CONSTRUCTED
FITTED WITH ^{STEEL} W.T. DOOR WITH COAMING 14" ABOVE WOOD DK
DOOR 6'0" x 2'3" *operable from both sides*

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

<u>FCELDK</u>	ventilators in exposed positions on freeboard and superstructure decks :-					
1- 10"	DIA COWL VENT TO STORE	COAMING	36' x 32'	<u>PORPDK</u>	4- 12" MIT VENTS TO PASSAGE	COAMING. 33' x 36'
2- 18"	" " "	HOLD	36' x 40'	1- 22" COWL	" " HOLD	" 33' x 40'
3- 10"	" " "	FTLETHNDXK	36' x 40'	3- 6"	" " DRYING RM	" 33' x 30'
1- 9"	" " "	MOTORROOM	36' x 32'	1- 12"	" " TUNNEL	" 33' x 36'
1- 9"	" " "	CHARLOCKER	26' x 32'	1- 12"	" " S.GEAR	" 33' x 36'
1- 10"	" " "	TALLYMEN	30' x 32'	1- 12"	" " STORE	" 33' x 36'
4- 18"	" " "	HOLD	4'0" x 4'0" ✓	2- 7"	" " GALLEY	" 33' x 30'
1- 8"	" " "	STORE	30' x 30'	VENTILATOR COAMINGS PROVIDED WITH WOOD PLUGS & CANVAS COVERS. x COAMING 4'0" IN HEIGHT EFFICIENTLY STAYED. ✓		
2- 15"	" " "	BRIDGE SPACE	30' x 40'			
2- 18"	" " "	HOLD	30' x 46'			
1- 18"	" " "	HOLD	30' x 40'			
3- 10"	" MAT	MESSRM	30' x 32'			
1- 9"	" COWL	TWDXK	30' x 32'			
1- 10"	" " "	"	30' x 32'			
8- 18"	" " "	HOLD	4'0" x 4'0" x ✓			
2- 15"	" " "	TWN DKs	4'0" x 4'0" x ✓			
2- 15"	" " "	DEEPTANK	4'0" x 4'0" x ✓			
1- 12"	" " "	TUNNEL	36' x 38'			
<u>FOR WELL</u>						
<u>BRIDGE DK</u>						
<u>AFT WELL</u>						

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

FCLE Dk 1-2 1/2" To UPPER FORE PEAK } 18" HIGH ✓
 1-3 1/2" " FORE PEAK
 1-3 1/2" " DOUBLE BOTTOM.

FOR WELL 8-4" " DOUBLE BOTTOM. } 36" HIGH ✓

BRIDGE Dk 4-4" " " " " } 18" HIGH ✓
 2-6" " DEEP TANK
 2-2 1/2" " COPPER DAM
 2-2 1/2" " DOUBLE BOTTOM

AFT WELL 4-4" " " " " } 36" HIGH ✓
 2-3" " " " "
 4-2 1/2" " " " "
 2-6" " DEEP TANK

Structure decks :—
Poop Deck 2-2 1/2" To DOUBLE BOTTOM } 18" HIGH ✓
 2-2 1/2 " AFT PEAK TANK. }

ALL AIR PIPES ARE SWAN NECKED & PROVIDED
 WITH WOOD PLUGS & CANVAS COVERS. ✓

Rpt. C. 11 (Contd.)

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ALTERATIONS TO CONDITIONS OF ASSIGNMENT OF LOADLINES

Ship's Name "BIOGRAPHER"

Official No. 183743

Port of Registry Liverpool

This ship has been under survey at Liverpool

on 25th November, 1956 and the following alterations to the conditions of assignment of loadlines have now been effected/~~found~~:-

2 - 23" dia. Cowl Vents fitted to No. 2 Hold and Tween Deck on Freeboard Deck 1 P & 1 S.

Each 48" x .44" Coaming supported by 2 - 1½" dia. solid round stays, wood plug and canvas

cover supplied - Top 3'0" of coaming portable.

Permanent 12" coaming fitted with $\frac{3}{8}$ " x $\frac{3}{8}$ " angle bar and opening can be secured watertight by .44" steel cover, stowed adjacent, secured by $\frac{3}{8}$ " bolts at 2 $\frac{1}{2}$ " centres.

Opening in deck suitably reinforced.

Andrew A Onrock

Natuck
cyl.
2-1-61.

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12 DEC. 1960

Rpt. C. 11 (Contd.)

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LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

GLASGOW REPORT No. **FBD.328**

ALTERATIONS TO CONDITIONS OF ASSIGNMENT OF LOADLINES

Ship's Name **"BIOGRAPHER"**Official No. **183743**Port of Registry **Liverpool**This ship has been under survey at **Glasgow**

on **in November,** **195⁶⁰** and the following alterations to the conditions of assignment of loadlines have now been effected/~~found~~—

2 - 23" Ventilator coamings have been fitted to the weather deck with bolted watertight blank flanges at top, intended for cowl ventilators with extractor fans for No.2 tween deck spaces. The coamings are 12" high .42" thick with 3.1/2" x 3.1/2" x .45 angle rings welded direct to the deck, deck openings adequately framed and reinforced, one at the fore end of No.2 hatch (p), the other between after coaming of No.2 hatch and bridge front (s).

Cowls not fitted at this time.

James F. Edgar
JAMES F. EDGAR
GLASGOW

Noted
2/12/60

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Particulars of Gangway Cargo and Coaling Ports:—

NONE ✓

Biographer.

Particulars of Scuppers and Sanitary Discharge Pipes:—

SCUPPERS FROM FREEBOARD DK - STRINGER CUT IN WELLS; POOP & BRIDGE SPACES - SCUPPERS LED THRO' SHIP'S SIDE & FITTED WITH STORM VALVES ✓

SANITARY DISCHARGES FROM SPACES ABOVE FREEBOARD DK LED OVERBOARD THRO' SHIP'S SIDE & FITTED WITH STORM VALVES AT SHIP'S SIDE & TRAP AT INNER END ✓

NO SANITARY DISCHARGES FROM SPACES BELOW FREEBOARD DK ✓

Particulars of Side Scuttles:—

SIDELIGHTS IN POOP, BRIDGE & F'CLE SPACES 10" DIA. ✓
OF SUBSTANTIAL CONSTRUCTION & FITTED WITH HINGED DEADLIGHTS.

Vertical distance of Sill of lowest Side Scuttle above top of keel

NO SIDELIGHTS BELOW FREEBOARD DK

Particulars of Guard Rails:—

POOP & F'CLE DKS - 4 RAILS - 3'-6" HIGH WITH STANCHIONS 4'-6" APART ✓

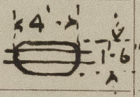
BRIDGE DK. STEEL BULWARKS 3'-6" HIGH. STRONGLY CONSTRUCTED
WITH OPEN RAILS IN WAY OF HATCH. ✓

UPPER DK WELLS - STEEL BULWARK 30" THICK SUPPORTED BY 8x3x40 BA ✓
STAYS 5'-6" APART. BULWARK PLATING STIFFENED WITH
TYZACKS RAIL BAR ✓

Particulars of Gangways, Lifelines, etc.:—

LIFELINES PROVIDED IN FORE & AFT WELLS. ✓

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	108'	4'-0" ✓	4'-0" x 1'-6" 	5	27.59 #	21.60 #
Forward Well	103'-6"	4'-0" ✓	4'-0" x 1'-6"	4	22.07 #	20.70 #

State position of each freeing port { After Well:—
(F. and A. position and height above deck edge) { Forward Well:—

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—

Additional area where sheer is less than standard.



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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.							
← --- FREEBOARD DECK --- → BRIDGE DECK							
Description of Hatchway	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 3.	SMALL HATCHES
Dimensions of Hatchway	20'3" x 20'	45' x 20'	20'3" x 20'	45' x 20'	18' x 20'	20'3" x 20'	ON F.C.L. DECK 2' x 2'6" TO STORE COAMING 21" x 40" FITTED WITH STEEL W.T. COVER SECURED BY TAGGLES
COAMINGS	Height above Deck ... 30" Thickness ... 55" Sides ... 55" Ends ... 44" Stiffeners ... BA. Brackets, Stays ... 7 x 3 1/2 x 55 2" DIA ENDS	Height above Deck ... 30" Thickness ... 55" Sides ... 55" Ends ... 44" Stiffeners ... BA. Brackets, Stays ... 7 x 3 1/2 x 55 2" DIA ENDS	Height above Deck ... 19" Thickness ... 40" Sides ... 40" Ends ... 40" Stiffeners ... BA. Brackets, Stays ... 7 x 3 1/2 x 40 2" DIA ENDS	Height above Deck ... 30" Thickness ... 55" Sides ... 55" Ends ... 44" Stiffeners ... BA. Brackets, Stays ... 7 x 3 1/2 x 55 2" DIA ENDS	Height above Deck ... 30" Thickness ... 55" Sides ... 55" Ends ... 44" Stiffeners ... BA. Brackets, Stays ... 7 x 3 1/2 x 55 2" DIA ENDS	Height above Deck ... 30" Thickness ... 55" Sides ... 55" Ends ... 44" Stiffeners ... BA. Brackets, Stays ... 7 x 3 1/2 x 55 2" DIA ENDS	UNDER F.C.L. 3' x 2'6" TO STORE 9" B.A. COAMING. FITTED WITH 3" WOOD COVERS, CLEATS, ONE TARPULIN & USUAL BATTENING ARRANGEMENTS bearing surface of covers 3"
HATCH BEAMS	Number ... 3 Spacing ... 5'-0 3/4" Scantling and Sketch ... 15 1/4 x 35 5 x 3 x 50	Number ... 4 Spacing ... 4'-6" Scantling and Sketch ... 15 1/4 x 35 4 x 3 x 50	Number ... 5 Spacing ... 5'-0 3/4" Scantling and Sketch ... 15 1/4 x 35 5 x 3 x 56	Number ... 4 Spacing ... 4'-6" Scantling and Sketch ... 15 1/4 x 35 4 x 3 x 50	Number ... 4 Spacing ... 4'-6" Scantling and Sketch ... 15 1/4 x 35 4 x 3 x 50	Number ... 5 Spacing ... 5'-0 3/4" Scantling and Sketch ... 15 1/4 x 35 4 x 3 x 44	POOP DECK 3' x 9' x 3'6" TO STORE COAMING 15" ABOVE WOOD FITTED WITH 3" WOOD COVERS bearing surface 3"
FORE AND AFTERS	Number ... Spacing ... Unsupported Lengths ... Scantling* and Sketch ... Bearing Surface ... SKETCH OF HATCH SIDES 10 x 3 1/2 x 55 BA ✓ 7 x 3 x 55 BA						UNDER BRIDGE TRIMMING HATCHES 1. P4S 2'0" x 2'0" ✓ 9" B. A. COAMING FITTED WITH 3" WOOD COVERS, CLEATS ONE TARPULIN & USUAL BATTENING ARRANGEMENTS.
HATCH COVERS	Material ... SPRUCE Thickness ... 3" How fitted ... FORE & AFT Bearing Surface ... 3"	Material ... SPRUCE Thickness ... 3" How fitted ... FORE & AFT Bearing Surface ... 3"	Material ... SPRUCE Thickness ... 3" How fitted ... F & A Bearing Surface ... 3"	Material ... SPRUCE Thickness ... 3" How fitted ... F & A Bearing Surface ... 3"	Material ... SPRUCE Thickness ... 3" How fitted ... F & A Bearing Surface ... 3"	Material ... SPRUCE Thickness ... 3" How fitted ... F & A Bearing Surface ... 3"	
Spacing of Cleats	24" ✓	24" ✓	24" ✓	24" ✓	24" ✓	24" ✓	
Number of Tarpaulins	2 ✓	2	1	2	2	2	
*Are wood fore and afters steel shod at all bearing surfaces? ✓ ENDS OF WOOD COVERS PROTECTED BY GALV'D STEEL BANDS EFFICIENTLY SECURED ✓ Are battens and wedges efficient and in good condition? YES ✓ Are tarpaulins in good condition and in accordance with rule requirements? YES ✓ Are lashings provided in accordance with rule requirements? YES. 4 LOCKING BARS. PROVIDED IN ACCORDANCE WITH S.R.O 1946 NO 1822 ✓							

Particulars of any special features:—

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

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.



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