

# Antwerp Engineering Co No 89.

## Lloyd's Register of Shipping.

### SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Index No. 13602  
(For London Office only.)

6 APR 1925

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 *Antwerp*  
Date of Survey *Building*  
Name of Surveyor *J. D. Hubert*

Ship's Name **JORDAENS**  
Port of Registry *Antwerp*  
Official Number *1455-87*  
Gross Tonnage *1925*  
Date of Build *1925*  
Particulars of Classification *+100 A (Class Contemplated) (Revised Rules)*

Number in Register Book *89395*  
Belgian  
LENGTH. *240.0*  
BREADTH. *37.12*  
DEPTH. *15.54*  
UNDER DECK TONNAGE. *1066.08*  
Frame Depth *8.5*  
Ceiling *Peak*  
Rule *4.2*  
Sheer *+4.49*  
Tanks *36.51*  
Sparring fitted *62*  
240.0. *36.50*, *16.30*, *1102.59*

Moulded Depth as measured..... *17.9 1/2*  
Addition for Keel below base line for draught record..... 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 Leadline..... *240.0*  
Length in Table ..... *213.5*  
Difference ..... *26.5*  
Correction for 10ft., Table A. .... *1.1* Table C.  
× Difference divided by 10 ..... *2.91* (if required.)  
If 1/10ths length covered divide by 2 *1.45*  
*+1 1/2*

## CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered .....  
Thickness of usual wood deck, less stringer ..... *3 1/2* — *3 1/2*

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *37.0*  
Round of Beam ..... *9 1/4*  
Normal round..... *9 1/4*  
Difference ..... *9 1/4*  
Proportion of Deck uncovered (Para. 19) ..... *÷ 2 =*

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

Efficient of fineness..... *.77*  
Modification necessary {  
Para. 4 (a) to (e)]\* *— .02*  
Efficient as corrected ..... *.75*

Stem..... *68*  
Sternpost ... *34* } *102 ÷ 2 = 51* ... Mean *51.81*  
at 1/3 of the length from { Stem *38*  
Sternpost *19* } *57 ÷ 2 = 28.5* ... Mean *49*  
Mean Sheer ..... *51.4* — *÷ 55 = 51.81*  
Standard mean Sheer [Table, Para. 18] ..... *34.00* Correction  
Difference..... *17.4 ÷ 4 = 4.35*  
limited as Para. 18 (f) ..... *-4 1/4*

Use in Sheer { At front of bridge house.....  
in amidships {  
Para. 18 (e)] { At after end of forecastle ..... ✓

Fall in Sheer {  
Para. 18 (d)] {  
Length uncovered .....  
Correction

## ALLOWANCE FOR DECK ERECTIONS:—

board, Table C..... *0.10 3/4*  
Correction for Length, if required (Para. 12, 13, and 14) .....  
board by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) ..... *2.70*  
Difference ..... *1.11 1/4*  
Percentage as below..... *80.8%*  
*-18.47*  
*-19.04*  
*+28*  
*17.69*  
*1.5 3/4* — *1.6 1/4*

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) .....  
allowance for Deck Erections .....  
Length. *27.0* Length allowed. *26.77* Height. *7.3*  
Bridge House ..... *24.17*  
Rised Qr. Dk. .... *180.5* ..... *180.5* ..... *3.11 1/2*  
Total ..... *204.64* — *206.27* = *.85 3/4*  
Length of Ship ..... *240*  
Responding percentage {  
Para. 11, 12, 13, and 14) *80.8%*

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—  
Fresh Water Line above centre of Disc .....  
Indian Summer Line " " " " .....  
Winter Line below " " " " .....  
Winter North Atlantic Line " " " " .....

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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 amidships 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 1/10th of the vessel's length from stem and sternpost.

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.

MARKING FORM  
RECEIVED 5 - FEB 1927

MARKING FORM  
RECEIVED 9 - APR 1925

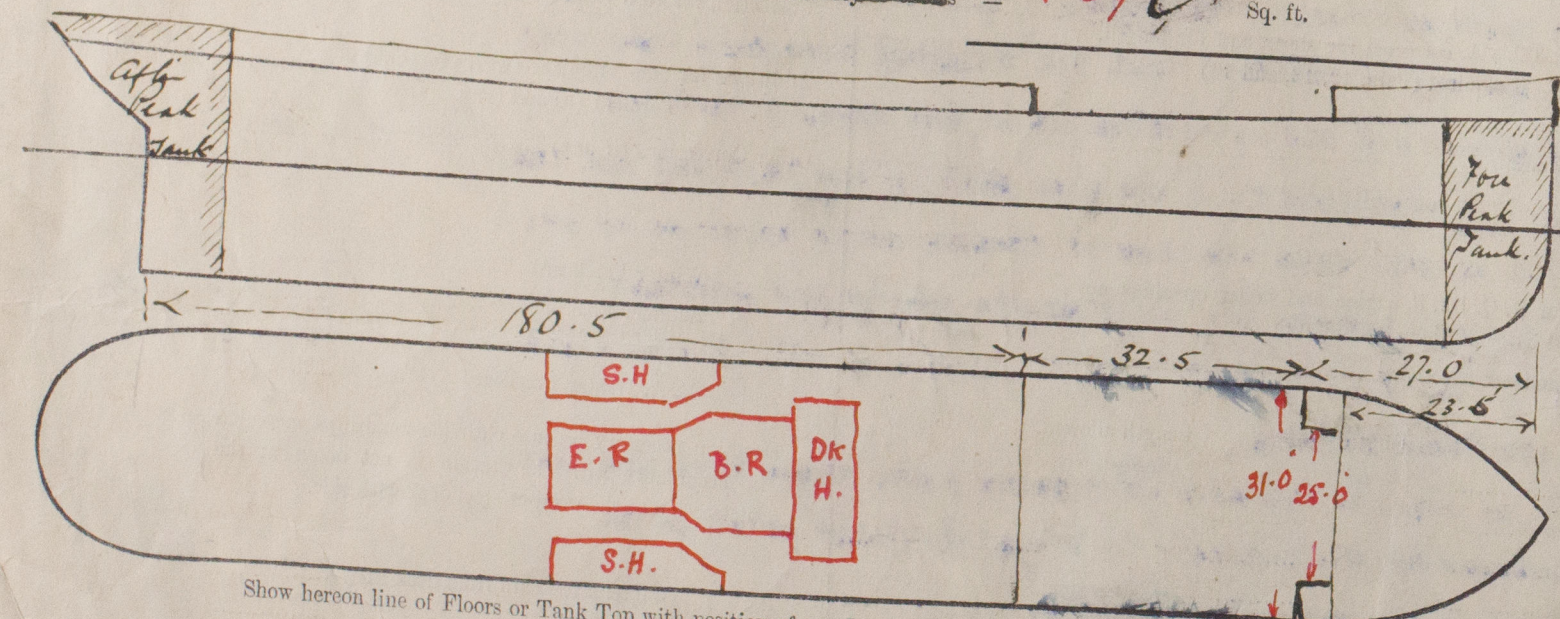


Do all the Frames extend to the top-height in the Poop? *Yes*  
 To what height do the Reverse Frames extend? *Bulkhead frames*  
 Has the ~~Poop~~ or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes*  
 Give particulars of the means for closing the openings in Bulkhead *None*  
 Is the ~~Poop~~ or Raised Quarter Deck connected with the Bridge House? *Yes*  
 Give particulars of the means for closing the openings in Bulkhead *Yes*  
 What is the thickness of the Bridge Front plating? *1/2"* and Coaming plate? *1/2"*  
 Give scantlings and spacing of the Stiffeners *1/2"*  
 Are bracket plates fitted at each end of the Stiffeners? *Yes*  
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes*  
 How are the openings closed? *Yes*  
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes*  
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Raised Q. Deck enclosed in a strong steel deckhouse*  
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Yes*  
 Give thickness of plating; scantlings and spacing of Stiffeners *2 1/2" way of cabins. 32 1/2" above Coaming 30 x 36 Stiff. 3 x 3 x 30*  
 What is the height of the exposed Casings? *7-3* Are suitable means provided for closing all openings in them in bad weather? *Yes*

Position and Size.		No. 1 22-6 x 15-8		No. 2 27-0 x 25-0		No. 3 27-0 x 25-0		No. 4 24-9 x 21-6		Escape hatch for No. 3 26-6 x 22-0		
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING.	Height above top of DECK	48	48	36	36			36	36	48	48	
	Thickness {	Sides.....	44	44	44	44	Same as No. 2		44	44	44	44
		Ends.....	44	44	44	44			44	44	44	44
SUPPORTS ON WEB PLATES.	Number .....	4	5	5	5	Same as No. 2		5	5	None	None	
	Section and Scantlings .....	19x38 5 1/2 x 32 1/2 x 46 19x38 19x38 19x38 19x38 19x38 5 1/2 x 32 1/2 x 46 19x38 19										

\* 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.)  
 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? *1/2"*  
 Delete the words *The Crew are, are not, berthed in the bridge house.*  
 Length of Bulwarks in well *25-0*  
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = *10-05* Sq. ft.  
 Ft. Tenth. Ft. Tenth. No. *3-12 x 1-83 x 2*  
 Freeing Ports (each side of vessel) = *11-42* Sq. ft.  
 Total deficiency or excess = *1-64* 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  
 Builder's name and yard number *Autocorp Engineering Co S.A. No 89.*  
 Names of sister vessels  
 Owners *Comptoir Maritime Charbonnier*  
 " Address *Autocorp*  
 Fee £ *5 : 0 : 0*  
 Received by me *(Signature)*