

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

MON. 21 FEB. 1916

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 DECK, CONNECTED WITH BRIDGE HOUSE, OR OTHERWISE.

Port of Survey *Rotterdam*
 Date of Survey *Building*
 Name of Surveyor *L. Vuyk.*

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>S.S. "BOEKELO"</i> YARD NO 44. Number in Register Book	<i>Amsterdam</i> <i>Dutch.</i>	<i>142362.</i>		<i>1915-16</i>	<i>100 A 1 contemplated.</i>

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>180.00</i>	<i>30.16</i>	<i>12.1</i>	<i>532.08</i>
Length on LOADLINE.	<i>180</i>	<i>Average Frame Depth $5\frac{3}{4}$ Rule " $3\frac{1}{2}$</i>	<i>Ceiling fitted Sheer .66</i>	Peak } incl- Tanks } ded.
CORRECTED DIMENSIONS.	<i>180.</i>	<i>29.79</i>	<i>12.76</i>	<i>532.08.</i>

Moulded Depth as measured..... *14'-0"*

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

Co-efficient of fineness..... *.48*
 Any modification necessary }
 [Para. 4 (a) to (e)]* } *cell d. B*
 Co-efficient as corrected *.46.*

Sheer { Stem..... *5'-2"* } *8'-0" ÷ 2 = 48"* Mean *57.8*
 at { Sternpost ... *2'-10"* } *28.0*
36/23.8

Sheer at $\frac{1}{2}$ of the length from { Stem *3'-3"* } *4'-9" ÷ 2 = 28.5"* Mean
 { Sternpost *1'-6"* } *28.0*

Gradual mean Sheer *49.9* $\div 5.5 = 57.8$
 Standard mean Sheer [Table, Para. 18] *28.0* Correction
 Difference..... *21.9 ÷ 4 = 5.5"*

§ If limited as Para. 18 (f).....

Rise in Sheer { At front of bridge house..... *10 1/2*
 from amidships {
 [Para. 18 (e)] { At after end of forecastle *3'-5"*

¶ Fall in Sheer }
 Para. 18 (d) } $\div 2 =$
 Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *0-6* ✓
 Correction for Length, if required (Para. 12, 13, and 14) ✓
1-9.53
 Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) *11* } *1-9 1/2*
 Difference *1-3 1/2*
 Percentage as below..... *64.6%*

10.50
40
 Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } *- 10.48*
+ .40
 Allowance for Deck Erections *10-10* ✓ *- 10"*

	Length.	Length allowed.	Height.
Forecastle.....	<i>20.16</i>	<i>20.16</i>	<i>7.00</i>
Bridge House	<i>12.83</i>	<i>12.83</i>	<i>10.00</i>
† Raised Qr. Dk.....	<i>108.16</i>	<i>108.16</i>	<i>4.50</i>
Poop.....			
Total		<i>141.15</i>	
Length of Ship		<i>180.0</i>	
Corresponding percentage (Para. 11, 12, 13, or 14) }			<i>.784</i>

64.6%

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

Fresh Water Line above centre of Disc ...
 Indian Summer Line " " " ...
 Winter Line below " " " ...
 Winter North Atlantic Line " " " ...

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... *180*
 Length in Table *168*
 Difference *12*
 Correction for 10ft., Table A. *1.0* Table C.
 × Difference divided by 10 *1.2* (if required.)
 If $\frac{1}{10}$ ths length covered divide by 2 *+ 1/2"* ✓

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered
 Thickness of usual wood deck, less stringer ... *(3 1/2 - 1/2)* *- 3"*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....
 Round of Beam *7 1/2" over 30'-0 beam.*
 Normal round.....
 Difference $\div 2 =$
 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	<i>2-3.0</i>	<i>2-3</i>
Correction for Sheer	<i>5.44</i>	<i>-5</i>
	<i>1-9.53</i>	<i>1-9 1/2</i>
Correction for Length	<i>+4.60</i>	<i>+ 1/2"</i>
	<i>1-10.13</i>	<i>1-10"</i>
Allowance for Deck Erections	<i>10.10</i>	<i>-10</i>
	<i>1-0.03</i>	<i>1-0"</i>
Correction for Round of Beam.....		
Correction for fall in Sheer (if any).....		
Correction for Iron Deck (if required)		<i>-3</i>
		<i>0-9"</i>
Additions for non-compliance with provisions of } Para. 11 (d) and (e) †		
Other Corrections (if any) <i>Height of R.M.</i>	<i>4'-6"</i>	

Winter Freeboard *5-3"*
 Summer Freeboard *5-1"*
 Indian Summer Freeboard *4-11"*
 N. A. Winter Freeboard *5-5"*

Correction necessary because *earside amidships, measured*
 in accordance with the Statute is not taken at the
 intersection of the *iron deck with side.* } *+ 1 1/4*

Winter Freeboard from deck line *5-4 1/4*
 Summer " " " *5-2 1/4*
 Indian Summer " " " *5-0 1/2*
 N. A. Winter " " " *5-6 1/4*

RAISED QUARTER " " *5'-2"*
 Head (Iron) Deck:— *3 1/2*
 *2*
 *4.*

† 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 draught at time of survey, and also the usual load draft forward and aft should be reported.

† 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 bridge house 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 stern-post. 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.

do all the Frames extend to the top height in the Poop? ☒ Yes
 Raised Quarter Deck? ☒ Yes Bridge House? ☒ Yes Forecastle? ☒ Yes
 To what height do the Reverse Frames extend? *single angle and bulk angle frames*
 Has the ~~Poop~~ 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~~ Raised Quarter Deck connected with the Bridge House? ☒ Yes Has the Bridge House an efficient Bulkhead at the fore end? ☒ Yes
 Give particulars of the means for closing the openings in Bulkhead *Openings 4'0" x 3'0" - 23" above deck closed by loose plates fastened by 3/4 inch bolts 5 1/2" apart passing through the bulkhead plating*
 What is the thickness of the Bridge Front plating? *26* and Coaming plate? *30*
 Give scantlings and spacing of the Stiffeners *6 x 3 x .44 B.A. 30" 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? *none fitted*
 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? ☒ Yes
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Casing*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *exposed parts efficiently constructed*
 Give thickness of plating; scantlings and spacing of Stiffeners *26 coaming 32 stiffeners 3 x 2 1/2 x .30 A 30" apart*
 What is the height of the exposed Casings? *7'0"* 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:— *see below. Yes*

Position and Size.		29'-6" x 21'-0"		33'-10" x 21'-0"							
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	39"	39"	39"	39"						
	Sides	.50	.50	.54	.54						
	Thickness										
	Ends	.40	.40	.40	.40						
SHIFTING BEAMS OR WEB PLATES.	Number	five	five	six	seven	Approved. 2/2/16					
	Section and Scantlings	11 24" x 22" x .40	11 24" x 22" x .40	11 24" x 22" x .40	11 24" x 22" x .40						
	Material	angles 4 x 3 x .40	angles 4 x 3 x .40	angles 4 x 3 x .40	angles 4 x 3 x .40						
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness		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.)

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? *as per plan* Strake between Main and Bridge Sheerstrakes? ☒ Yes

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

Length of Bulwarks in well *38'-6"*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *10.35* Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.	Freeing Ports (each side of vessel) =	Sq. ft.
2.0	x	1.5	x	3.2		
3.0	x	1.5	x	1		

Total deficiency or excess = *.15* Sq. ft.

Builders attention was drawn to the webs in No 2 Hatchway being one short as per approved plan, and they admitted that this was an error on their side, but they shall be pleased to hear, as they have the hatches cut to length if this could be accepted in this case. —

see plans sent for reference and provisional preboard as per your letter M 6-3-1915. Application form attached to the report. —

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 *The vessel has been built in accordance with the approved plans sent herewith*

Owners *Stoomv. Maats. "Noordzee" Mgrs. E. G. Scheuer.*

Address *Amsterdam*

Fee *£ 25.60*

will be received by me

De Vries



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