

N<sup>o</sup>. 15491.

## SURVEYS FOR FREEBOARD.

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

Port of Survey WEST HARTLEPOOL.

Date of Survey *Wagon building*

Name of Surveyor *D. M. Arnold*

Master. Irvin's S. B. & D. D. 6<sup>th</sup> T. S. S. N<sup>o</sup> 555.

Ship's Name.

Port of Registry  
and Nationality.  
*Liverpool*  
*U. K.*

Official  
Number.  
-0578

Gross  
Tonnage.  
865

Date of Build  
1918

Particulars of Classification.

"DUQUESA"

Number in Register Book 800

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	429.0'	61.3'	27.7'	5708.32
Length on LOADLINE	429.	Frame Depth $9\frac{1}{2}$ Rule " $\frac{7}{2}$ $\frac{2\frac{1}{2}}{-.42}$	Ceiling ✓ Sheer $+ .26$ ✓ DROP IN TANK $= 9" + .37$ ✓	Peak } 9 mch Tanks }
CORRECTED DIMENSIONS.	429.	60.85 ✓	28.33 ✓	5708.32

Moulded Depth as measured ..... 30'-4" ~~UPPER~~ Deck.  
 " " " ..... 38-3/2' ~~SHELTER~~ Deck.

Addition for knee below base line =  $2\frac{1}{2}$ "

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

Co-efficient of fineness ..... 77 ✓  
Any modification necessary } 0.2 *cell. D.B.*  
[Para. 4 (a) to (e)\*] }  
Co-efficient as corrected ..... 75 ✓

CORRECTION FOR LENGTH :—

Length of Ship on Load Line.....	429.
Length in Table .....	364.
Difference .....	65.
Correction for 10ft.....	-8
× Difference ÷ 10 =	

Allowance for strength in excess of Lloyd's rules =  $403/4$

Table A limit -

State particulars— Vessel constructed with four  
steel decks, with channel beams to every  
beam at each deck. Three rows of pillars.  
Strong Bridge above the top deck.  
Bulk angle framing.  
Iron bulkheads extending to  
the top deck.

gradual shear = 62.27  
standard " = 52.90

$$\begin{array}{r} 36 \overline{) 19.37} \\ \underline{72} \phantom{00} \\ 26 \phantom{00} \end{array}$$

heer at Stem .....  $9\frac{1}{2}"$  }  $66.75$  " at  $\frac{1}{2}$  length from Stem .....  $49\frac{1}{2}"$  }  $= 34.25$   
 Sternpost.  $36$  } " " " Sternpost.  $19$  " }  $\div 55$   
 Drop in Sheer abaft amidships.....  $\checkmark$  .....  $= 62.87$

Drop in Sheer abaft amidships.....✓..... = 62.27

SHLT<sup>R</sup>  
 End of Spar-deck Beam..... 1'-3"  
 UPPER  
 " Main-deck " ..... 1'-3 1/4"

	Length	×	Height.	State if open or closed at ends.
Castle .....	37.25	×	8' 6" aft to 8' 6" at Stem,	Open
dge .....	257.66	×	8.08	Closed at ends.

Height of "Tween Decks.....	7'-11½"
(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 - 5 <sup>3</sup> / <sub>4</sub> ✓
Correction for Length.....	5 <sup>1</sup> / <sub>4</sub>
	4 - 11 ✓
<del>Correction for</del> Height of 'Tween Decks in Spar-decked Ships.....	7 - 11 <sup>1</sup> / <sub>2</sub>
	12 - 10 <sup>1</sup> / <sub>2</sub> ✓
	3 - 8 <sup>3</sup> / <sub>4</sub>
Correction for Strength in excess of Lloyd's rules.....	9 - 10 <sup>1</sup> / <sub>2</sub> 5 <sup>3</sup> / <sub>4</sub>
TABLE A LIMIT	

Correction for Iron Deck if required.....  $\frac{3}{2}$

Other Corrections (if any) *Limit. W. & Subdivision*  $9 - 7\frac{1}{2}$   
*as approved by B. S.*  $+ \frac{1}{2}$   
 $9 - 2\frac{3}{4}$

Winter Freeboard.....	} 9-23/4
Summer Freeboard.....	
Indian Summer Freeboard.....	
N. A. Winter Freeboard.....	

Correction necessary because clearside amidships measured  
in accordance with the Statute is not taken at inter- } + 1 3/4'  
section of the ~~wood~~ iron deck with side

Winter Freeboard from Deck Line .....	} 9-4½
Summer                   "       " .....	
Indian Summer           "       " .....	
<del>N.A. Winter</del> "       " .....	

and (Iron) Deck :— SHELTER DECK. 9-4½ for all seasons  
7½

THE BOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Iron) Deck:— *SHELTER DECK.*

Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...	...
Indian Summer Line	"	"	} not admitted by W. I. Subdivision	...	...	...	...	...	...
Winter Line	below	"		...	...	...	...	...	...
Winter North Atlantic Line	"	"		...	...	...	...	...	...

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.

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W383-0067

MARKING REPORT  
RECEIVED 10.5.18.

[P.T.O.]

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11b.

Do all the Frames extend to the top Height in the <sup>SHELTER</sup> deck? *Yes.*

Do all the Frames extend to the top height in the Poop? *Yes.*

To what height do the Reverse Frames extend? *B. A. framing.*

Has the Poop an efficient Iron Bulkhead at the fore end? *Yes.*

Give particulars of the means for closing the openings in Bulkhead *✓*

Is the Poop connected with the Bridge House? *✓*

Give particulars of the means for closing the openings in Bulkhead *No openings.*

What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*

Give scantlings and spacing of the Stiffeners *B. A's. 9" x 3 1/2" x .64", 30" apart.*

Are bracket plates fitted at each end of the Stiffeners? *Yes.*

Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *Open R.*

Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes.*

How are the openings closed? *Storm boards in permanent channels, full height.*

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? *No.*

Are the Engine and Boiler openings covered by a Bridge, ~~Poop,~~ *or enclosed by a Strong Iron or Steel Deckhouse?* *Yes.*

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? *✓*

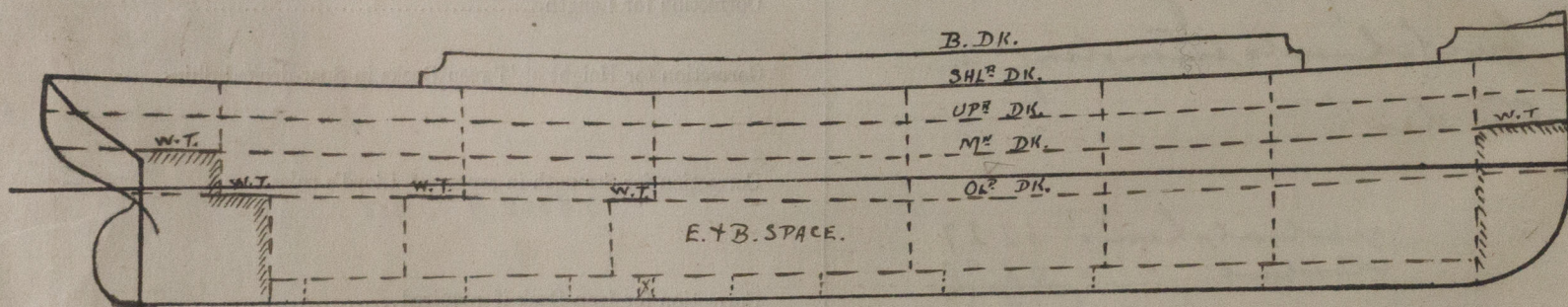
Are suitable means provided for closing all openings in them in bad weather? *✓*

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:— *Yes.*

Position and Size.	N°1 = 26'-11" x 15'-11 1/2"		N°2 = 27'-0" x 15'-11 1/2"		N°3 = 27'-0" x 15'-11 1/2"		N°4 = 26'-11" x 15'-11 1/2"		N°5 = 26'-11" x 15'-11 1/2"	
Item.	Ship.	Rule. OR APP?	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	3 1/2' ABOVE STEEL DECK.				DITTO					
Thickness { Sides.....	.50				DITTO					
Ends.....	.50				DITTO					
SHIFTING BEAMS OR WEB PLATES. Number .....	5		5		DITTO					
Section and Scantlings .....	2 x 3 x 3 x .40		2 x 3 x 3 x .40		DITTO					
Material .....	STEEL		STEEL		DITTO					
* FORE AND AFTERS. Number .....										
Section and Scantlings .....										
Material .....										
HATCHES Thickness .....	3'				DITTO					
Remarks .....	SOLID.				DITTO					

\* 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.)



*Shelter deck, outside of Bridge house, sheathed with 2 1/2" P. Pine.  
In wood deck fitted in Bridge house.*

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: *This vessel, which is to be engaged in the frozen meat trade, is now completing afloat & the approved plans of midship section profile & insulation are enclosed herewith for reference.*

*No tonnage opening is cut in deck & no scuppers or other openings through the sides, are fitted. See Secretary's letter (M) 5th Feb. 1915.*

*D. M. Anslar*

Owners

Address

Fee £ 8 : 8 : 0

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