

SURVEYS FOR FREEBOARD. *F. 5*
(CONDITIONS OF ASSIGNMENT.)

Port of Survey *BELFAST.*
Surveyor's Signature *J. B. Books*
Date of Survey *DURING CONSTRUCTION*

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

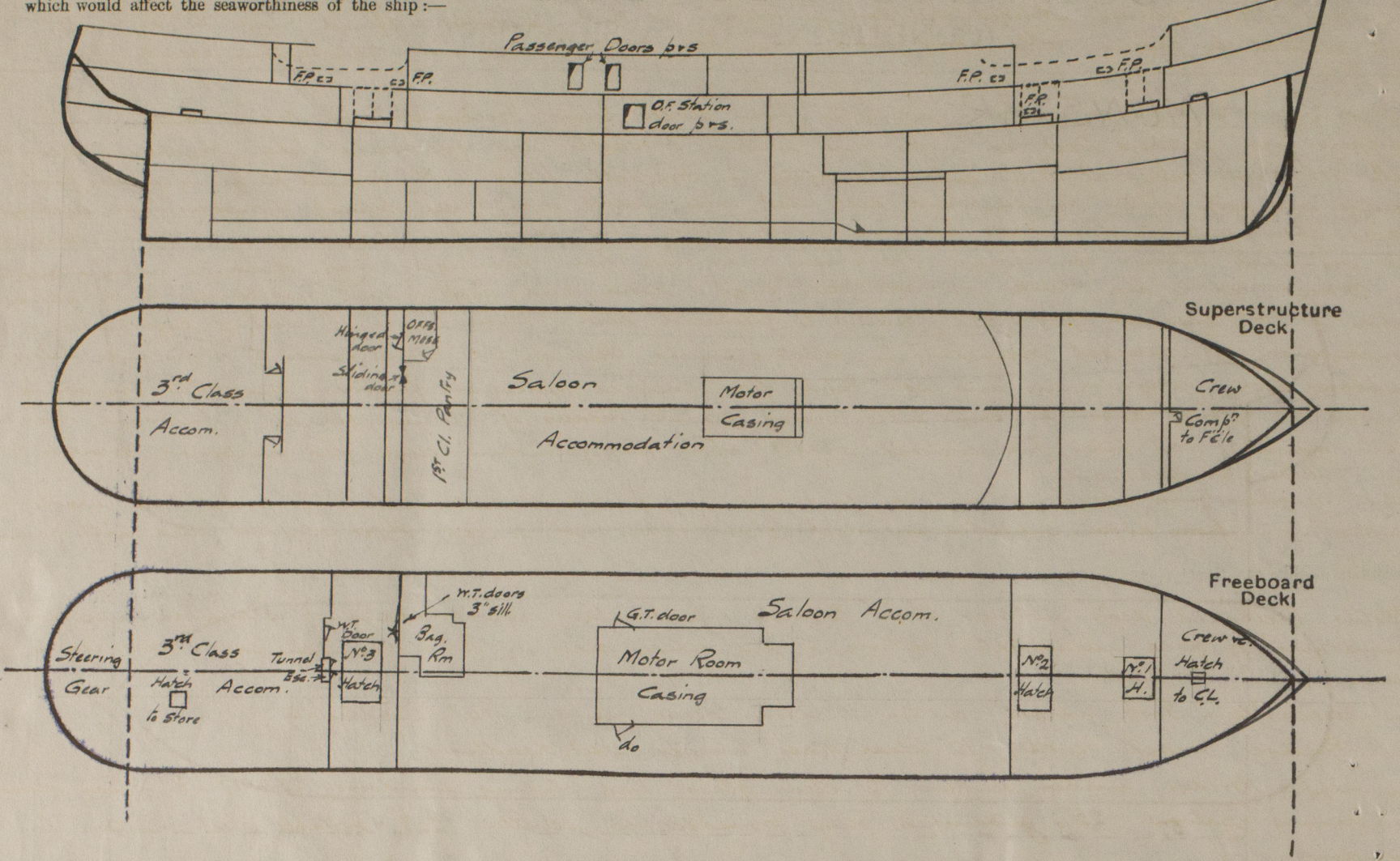
The drawing shows a plan view of a boat hull with three decks labeled on the right side: A Deck (top), Superstructure Deck (B Deck) (middle), and Freeboard Deck (C Deck) (bottom). The hull is elongated with a rounded bow and a pointed stern. Key features include a 'Motor Casing' located centrally on the Superstructure Deck and Freeboard Deck. The plan view shows various structural elements like '2 1/2" Teak Sh.', '3" P.P. Sh.', '2 1/2" portable P.P. Covers', and 'H.G.W.' (Hinged Gangway). Dimensions are provided in feet and inches along the length and width of the hull. The length is marked as 57', 180', and 40' from the bow to the stern. The width is marked as 14', 22', and 10' at different points. The drawing is a technical sketch for a boat design project.

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	✓	32 ✓	4½ x 3 x 30 b.a.	30"	welded top & bottom	3 @ 6'0" x 22"	12"	8'0"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead	✓	27	3½ x 3 x 30 ca.	30"	welded top & bottom	{ 2 @ 6'0" x 22" 1 @ 6'6" x 4'9"	{ 9" 3"	{ 8'0"
Bridge, Forward Bulkhead	✓	32	5 x 3 x 30 b.a.	30"	welded top & bottom	None	✓	8'0"
Forecastle Bulkhead	✓	26	{ 2½ x 2½ x 26 ca. double 2½" half-rds.	30"	None	6'0" x 22"	12"	8'0"
Trunk, Aft								
Trunk, Forward <i>Bridge</i>	<i>Open</i>							
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super- structure Decks								
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances	36	26	2½ x 2½ x 26 ord. angles	24"	Riveted to beams at top, free at bottom	5'6" x 4'9" p.r.s.	9"	8'0"
Deckhouses on Flush Deck Ships ...								

Poop Bulkhead	Hinged steel w.T. doors, operated from both sides. ✓
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	Hinged steel w.T. doors, operated from both sides. ✓
Bridge, Forward Bulkhead	No openings. ✓
Forecastle Bulkhead	Hinged steel w.T. door, operated from both sides. ✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Hinged steel gastight doors, operated from both sides.
Deckhouses on Flush Deck Ships ...	

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

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

Tunnel, light and air and ventilation intakes, all above deckhouse on Promenade deck (4 deck height above freeboard deck). All of steel of substantial construction.

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:— Stairways to freeboard deck within upper forecastle. Entrance in upper forecastle bulkhead, 6'6" x 25", sill 14". Door, hinged of 2" solid teak, operated from both sides. Third class passenger entrance on poop deck, port & starboard. Doorways 4'7" x 3'0", sill 18". Doors hinged of 2" solid teak, operated from both sides. Entrance via 1st class pantry to accommodation on Bridge deck aft end. Doorway 6'6" x 3'0", sill 12". Door of 1 1/2" solid teak, sliding, operated from both sides. Also via Officers mess, doorway 6'6" x 2'4", sill 15", door 1 1/2" solid teak hinged, operated from both sides.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— On upper forecastle deck, 8' x 9" cowl vents, and 6' x 8' x 9", 15" circular vents of French louvre pattern to spaces on Superstructure & Freeboard decks. Coamings 36" high of rule thickness. Life vents 8' x 4", 12' x 4" & 16' x 4" 36" high x 1/2" thick to Superstructure, Freeboard and lower decks. On Superstructure decks in fore well, 8' x 4", 12' x 4" & 16' x 4" Life vents, 36" high x 1/2" thick to freeboard deck, lower decks & hold. On Superstructure deck in after well, 21' x 4", 24' x 4" & 30' x 4" Life vents, 36" high x 1/2" thick to freeboard deck, hold & tunnel. On upper poop deck, 10" cowl vents, 12" circular vents of French louvre pattern to spaces on Superstructure and Freeboard decks. Coamings 31" high of rule thickness. Life vents 8' x 4", 12' x 4" & 18' x 4", 27" high x 1/2" thick, to Superstructure, freeboard & lower decks. Cowl & French louvre ventilators provided with wood plugs & canvas covers. Life vents provided with canvas covers.

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

On upper forecastle deck, 3" dia. from fore peak, 4" dia. from deep ballast tank, 2 1/2" dia. from N°1 double bottom tank, all 26" high to opening. On Superstructure deck in fore well, 2 1/2" dia. p.r.s. from N°1 double bottom tank, 3 1/2" dia. p.r.s. from N°2 double bottom tank, all 27" high to opening. On Superstructure deck in after well, 3 1/2" dia. p.r.s., from N°7 double bottom tank, 2" dia. from drain tanks p.r.s. all 30" high to opening. On upper poop deck, 4" dia. from aft peak, 27" high to opening. On upper bridge deck, 3" dia. p.r.s., from buoyancy spaces, 3 1/2" dia. p.r.s., from N°7 double bottom tank, 2 1/2" dia. p.r.s., from N°6 double bottom tank, all 27" high to opening. Remaining air pipes carried above Promenade Deck. Airpipes provided with canvas covers.

Particulars of Gangway Cargo and Coaling Ports:—

Two passenger doors on each side of vessel, between A & B decks. Strongly framed 6'6" x 3'6" clear openings. Hinged steel doors, 3/4" thick, suitably stiffened, rubber jointed and secured by toggles. One Oil fuel filling station door on each side, between B & C (bridge & freeboard) decks. Strongly framed 6'0" x 4'9" clear openings. Hinged steel door in halves, 3/4" thick, suitably stiffened, made w.t. by rubber and secured by toggles. The above doors have been tested by hose with satisfactory results.

Particulars of Scuppers and Sanitary Discharge Pipes:—

Scuppers from spaces below Freeboard Deck led to bilges & Scuppers from foreboard Deck in wells and within forecastle led overboard below freeboard deck with G.M. storm valves at ship's side. Scuppers in forecastle fitted with screwed plugs. Scuppers from bridge and poop spaces on freeboard deck led into waste main (see below). Scuppers from enclosed spaces above superstructure deck led into waste mains, and from open spaces above superstructure deck led overboard through open bends. Washbasin discharges from passengers and stewards accommodation on D deck led to drain tanks in auxiliary engine room and shaft tunnel respectively, with sluice valves at w.t. bulkheads 32 p & 32 a, geared to freeboard deck. Drain tanks of steel of substantial construction, discharged overboard by electric pumps, through G.M. storm valves at ship's side below freeboard deck. Waste mains and soil pipes from enclosed spaces on freeboard deck led overboard through G.M. storm valves at ship's side, having positive means of closing geared to freeboard deck. Waste mains & soil pipes from enclosed spaces above superstructure deck led overboard through G.M. storm valves at ship's side. Note: Scuppers from Steering gear compartment on freeboard deck within poop led into waste. Scupper pipe from above superstructure deck (storm valves not geared). These scuppers fitted with screw plugs.

Particulars of Side Scuttles:—

Below Freeboard deck in crew space forward, first class accommodation & stewards quarters amidships of fixed underwater pattern, 9" dia. clear glass, to B.O.T. requirements & certificates, with hinged steel deadlights. In forecastle & Poop, hinged scuttles, 10" clear glass, hinged steel deadlights. In Bridge, hinged scuttles, 12" clear glass, hinged steel deadlights. In upper Bridge, hinged scuttles, 12" clear glass, and sliding windows, 23' x 17' x 1/2" clear glass. In dining saloon, 25% galvanized plugs provided for scuttles, 25% portable steel shutters for windows.

Vertical distance of Sill of lowest Side Scuttle above top of keel 17'0"

Particulars of Guard Rails:—


At sides and break of upper forecastle, 3'6" high, 3 rails, stanchions 4'0" apart. Across superstructure deck at forward well, 3'6" high, 2 chains, portable stanchions 4'0" apt. " " " after well, 3'6" high, 4 rails, stanchions 4'0" apt.

Particulars of Gangways, Lifelines, etc.:—

Gangway 4'0" wide at each side of forward and after wells, at level of superstructure deck. Bulwarks in way, 4'4" high, stays 5'6" apt. maximum, of strong construction. Guard chains at inboard side in portable stanchions 3'6" high & 4'0" apt. 2 chains in forward well, 4 chains in after well. Elsewhere, handrails fitted along deckhouse sides on open decks.

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				None		
Forward Well	46'0" (including open fore bridge)	8'0"	3'0" x 12'	1	2.5 sq	
State position of each freeing port { After Well:— ✓						
(F. and A. position and height above deck edge) { Forward Well:— 4'9" forward of Bridge front, 21' above deck edge.						
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Shutters and one horizontal bar.						
Additional area where sheer is less than standard.						
The above particulars apply to freeing arrangements from wells on Freeboard Deck. In addition there are 2 N° 8' x 5" scuppers from each side of fore well, and one each side from after well. In forward well on Superstructure Deck, there are on each side freeing ports 3'4" x 12" and 3'6" x 12", 10" above waterway, fitted with hinged shutter and one horizontal bar. Bulwark 4'4" high. In after well on Superstructure deck, two freeing ports each side, 3'0" x 12" & 2'4" x 12", 10" above waterway, with hinged shutters & horizontal bar. Positions shown on diagram, p.2.						

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.									
Description of Hatchway	N ^o 1	N ^o 2	N ^o 3	Hatch to Chain locker	Hatch in poop to Store				
Dimensions of Hatchway	9'6" x 10'8"	12'0" x 16'8"	14'0" x 16'8"	22' x 30"	36' x 36"				
COAMINGS	Height above Deck ... 10" Thickness ... 10 x 3 1/2 x 40 Stiffeners ... bulk ang. Brackets, Stays ... ✓	Height above Deck ... 10" Thickness ... 10 x 3 1/2 x 40 Stiffeners ... bulk ang. Brackets, Stays ... ✓	Height above Deck ... 12" Thickness ... 38 Stiffeners ... 40 Brackets, Stays ... ✓	Height above Deck ... 3" Thickness ... 28 Stiffeners ... ✓ Brackets, Stays ... ✓	Height above Deck ... 3" Thickness ... 30 Stiffeners ... ✓ Brackets, Stays ... ✓				
HATCH BEAMS	Number ... 1 Spacing ... 5'0" (max) Scantling and Sketch ...  Bearing Surface ... 4"	Number ... 1 Spacing ... 6'0" Scantling and Sketch ... Flanges 8 x 50 Web 10 x 60 Bearing Surface ... 4"	Number ... 2 Spacing ... 4'8" Scantling and Sketch ... Flanges 6 x 50 Web 10 x 60 Bearing Surface ... 4"	✓	✓				
FORE AND AFTERS	Number ... Spacing ... Unsupported Lengths ... Scantling* and Sketch ... Bearing Surface ...	None	None	None	✓	✓			
HATCH COVERS	Material ... M.P. Thickness ... 3" How fitted ... laid in Bearing Surface ... 3"	Material ... M.P. Thickness ... 3" How fitted ... laid in Bearing Surface ... 3"	Material ... M.P. Thickness ... 3" How fitted ... laid in Bearing Surface ... 3"	Material ... M.P. Thickness ... 2 1/2" How fitted ... laid in Bearing Surface ... 2 1/2"	Material ... M.P. Thickness ... 2 1/2" How fitted ... laid in Bearing Surface ... 3"				
Spacing of Cleats	23"	23"	23"	✓	✓				
Number of Tarpaulins	2	2	2	✓	✓				
*Are wood fore and afters steel shod at all bearing surfaces? None 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									

Particulars of any special features:— The wells are enclosed by strong bulwarks, full height, with substantial hinged w.t. cargo doors. These doors have been hoisted for watertightness. The wells are covered by 2 1/2" portable P.P. covers and one tarpaulin. Freeing port has been omitted from after well, as approved, as this space may be occupied by passengers.

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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