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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

B.T. COPY WRITTEN.

Port of Survey Nakskov
Date of Survey April 9th 1925
Name of Surveyor Cyrt W. Seaver

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

M.V. MALINE NAKSKOV SKIBSVERET No 24. Number in Register Book	Ship's Name.	Port of Registry and Nationality. <u>Bangkok</u> <u>Siam</u>	Official Number. ✓	Gross Tonnage.	Date of Build. <u>1925.</u>	Particulars of Classification. * 100 A-1. With Freeboard.
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Registered dimensions from ship's Register.	LENGTH. <u>223.5.</u>	BREADTH. <u>35.6.</u>	DEPTH. <u>18.2.</u>	UNDER DECK Tonnage. <u>1121.38.</u>
Length on LOADLINE	<u>223.0</u>	Frame Depth Rule <u>1 1/2 x 2.3.</u> <u>:-.25</u>	Ceiling <u>22.</u> Ceiling <u>27.</u>	Peak Tanks
CORRECTED DIMENSIONS.	<u>223.0.</u>	<u>35.25.</u> <u>35.</u>	<u>18.25.</u> <u>18.54.</u>	<u>1121.38.</u>

Moulded Depth as measured 13'-0" ^{2nd} Main Deck.
" " " 20'-0" ^{Superstructure} Spar or Awning Deck.

Addition for keel below base line for draft record 7/8"

20
20
18

Co-efficient of fineness77 ^{.768}
Any modification necessary [Para. 4 (a) to (e)*] C0302
Co-efficient as corrected77 ^{.75 to upper deck} .73 ^{to 2nd deck.}

Allowance for strength in excess of Lloyd's rules = ~~52~~

State particulars—
*Deep bulk heads frames.
2 Complete steel decks.
Four watertight bulkheads.
Collision bulkhead to fore-castle deck.
Remainder to 2nd deck.*

24.62
24.5 ÷ 55 = 44.77
33 - 32.30
36 - 10.6 = 25.4
29.34
Sheer at Stem 4.94 at length from Stem 2.62
Sternpost... 2.32 " " Sternpost... 1.62
Drop in Sheer abaft amidships..... ✓
Round of Spar-deck Beam..... 9"
" " Main-deck "..... 9"

Forecastle	Length × Height.	State if open or closed at ends.
Bridge	<u>32.9 × 2.8</u>	<u>Closed.</u>
Poop	×	

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

Fresh Water Line	above centre of Disc	3.
Indian Summer Line	" " "	2.
Winter Line	below " "	2.
Winter North Atlantic Line	" " "	4.

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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.

CORRECTION FOR LENGTH:—

Length of Ship on Load Line....	<u>223.0</u>
Length in Table.....	<u>156.0</u>
Difference.....	<u>67.0</u>
Correction for 10ft.....	<u>.5</u>
× Difference ÷ 10 =	<u>3.35</u>
	<u>+ 3/4</u>

Height of Tween Decks..... 7.0
(From top of beam to top of beam at side)
Correction for Height of Tween Decks in Spar-decked Ships.....

Freeboard Table B-C.....	<u>7.0</u>
Correction for Length.....	<u>+ 3/4</u>
Correction for Height of Tween Decks in Spar-decked Ships.....	<u>+ 7.0</u>
Correction for Strength in excess of Lloyd's rules.....	<u>7.10</u>
Correction for Iron Deck if required.....	<u>7.7</u>
Other Corrections (if any).....	<u>7.7</u>

Winter Freeboard..... 7.7 1/4
Summer Freeboard..... 2
Indian Summer Freeboard..... 7.3 1/4
N. A. Winter Freeboard..... 7.9 1/4

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood ~~on~~ deck with side } 12. -

Winter Freeboard from Deck Line	<u>7.8 3/4</u>
Summer	<u>7.6 3/4</u>
Indian Summer	<u>7.4 3/4</u>
N.A. Winter	<u>7.10 3/4</u>

7.62
3.
2.
2.
4.



Do all the Frames extend to the top Height in the Spar deck? Awning deck? *Alternate.*

Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle? *Yes*

To what height do the Reverse Frames extend?

Has the Poop an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

What is the thickness of the Bridge Front plating? and Coaming plate?

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

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

How are the openings closed?

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, or enclosed by a Strong Iron or Steel Deckhouse? *By superstructure and Strong steel deckhouse.*

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Yes*

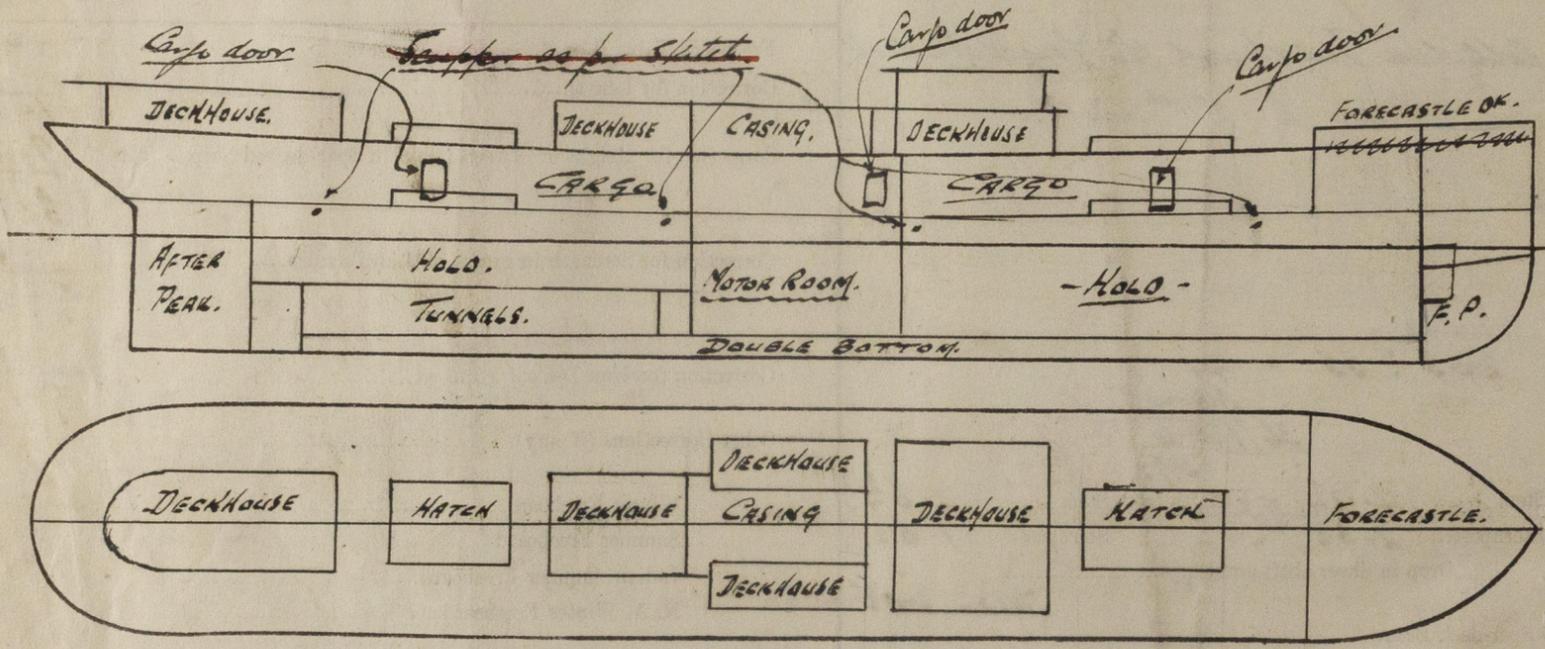
Give thickness of plating; scantlings and spacing of Stiffeners

What is the height of the exposed Casings? *7'-3"* 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:— *Yes*

Position and Size.		No. 25'-5 1/2" x 12'-0"		No. 2. 19'-7" x 11'-6"							
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	2'-9"		2'-9"							
	Thickness	Sides.....	4 1/4"	4 1/4"							
		Ends.....	4 1/4"	4 1/4"							
SHIFTING BEAMS OR WEB PLATES.	Number	4.		3.							
	Section and Scantlings	7 1/2" 10" x 30"		7 1/2" 10" x 30"							
	Material	2-3 x 3 x 40.		3-3 x 3 x 40.							
* FORE AND AFTERS.	Number	None.		None.							
	Section and Scantlings										
	Material										
HATCHES	Thickness	2 1/2"		2 1/2"							
	Remarks.....	Fore & aft		Fore & aft.							

* 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.)



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 is a Siskin vessel to the 1/2 VALRYA built at Hongkong. Form Scuppers have been fitted as per sketch enclosed, supplied by the Owners who say they are the standard as those fitted on the Siskin vessel. Scuppers are of Cast Steel with none return valves and screw flaps on deck. The others opening except the cargo doors as approved have been fitted in the two decks.*

Owners *Siam Steam Navigation Co. Ltd*
 Address *Bangkok, Siam.*

Fee *£ 130-50K*

Received by me *To be charged with the first entry report.*

