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Preliminary

Index No. 3080
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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.

SKØGE VÆRFT, SKIBS- & MASKINBYGGERI
Vard No 9.

Ship's Name

Port of Registry
and Nationality.
Copenhagen
Danish

Official
Number.

Gross
Tonnage.

Date of Build.

Particulars of Classification.

1923

100 A.1. +

INTERM. BULKHEAD FOREHOLD OMITTED.

Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH. To CEILING.	UNDER DECK TONNAGE.
	290	43, 15	FORECASTLE 19, 23 AFTERBODY 18, 63	
Length on LOADLINE.	289, 85	Frame Depth $8\frac{1}{2}$ Rule " $5\frac{3}{4}$ -58 No starting +33	No Ceiling $19, 23$ Sheer + 77 Bank rises $2\frac{1}{4}$ 19, 53 + 17, 00 No starting. to T.T. 19, 44 ft. = + Fore 20, 30 Aft 19, 80	Peak Tanks } Inld Honnage of decks aft tanks
CORRECTED DIMENSIONS.	289, 85			

Co-efficient of fineness.....

Any modification necessary
[Para. 4 (a) to (e)]*

Co-efficient as corrected

C.B.B.

.73 given.

Sheer { Stem..... 94 } $138\frac{1}{2} \div 2 = 69\frac{1}{4}$ Mean
at { Sternpost ... 44 } $44 \div 2 = 22$

Sheer at $\frac{1}{2}$ of the length from { Stem 50 } $73\frac{1}{2} \div 2 = 36\frac{3}{4}$ Mean
{ Sternpost 23 } $23 \div 2 = 11\frac{1}{2}$ $36\frac{3}{4} + 11\frac{1}{2} = 48\frac{1}{4}$

Gradual mean Sheer 66, 81

Standard mean Sheer [Table, Para. 18] 38, 98

Difference..... 27, 83 $\div 4 = 6, 96$

§ If limited as Para. 18 (f) 7

(27, 83 + 12) $\div 3 = 10, 28$

Rise in Sheer { At front of bridge house.....
from amidships { Para. 18 (e) } At after end of forecastle

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

Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... $1' 8"$

Correction for Length, if required (Para. 12, 13, and 14) $1' 9\frac{3}{4}"$

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) $4 - 0$

Difference..... $2' 2\frac{1}{4}"$

Percentage as below..... 37, 44%

9, 82

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) $-9\frac{3}{4}"$

Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	25, 87'	25, 87'	7'-3"
Bridge House.....	57, 99' + 3, 33' Overhang aft. =	60, 21' 44"	7'-3"
† Raised Q. Dk. 17, 613' x 26, 3' x 3, 21' x 5, 44' x 8, 0		50, 90	
Poop.....	27, 36'	27, 36'	7'-3"
Total		164, 62	= 568
Length of Ship		289, 85	

Corresponding percentage (Para. 12, 13, and 14) 37, 44%

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line.

Fresh Water Line above centre of Disc

Indian Summer Line " " "

Winter Line below " "

Winter North Atlantic Line " " "

† 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 R.Q.D. is 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 sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

Port of Survey

Date of Survey 16.2.23

Name of Surveyor

Moulded Depth as measured..... 21'-9"

Addition for Keel below base line for draught record..... $1\frac{1}{2}"$ inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 289, 85

Length in Table 261, 00

Difference 28, 85

Correction for 10ft., Table A. 1, 2 Table C. '6

x Difference divided by 10 3, 46 (if required.) 1, 73

If $\frac{1}{10}$ ths length covered divide by 2 $+3\frac{1}{2}"$ $+1\frac{1}{4}"$

P.B.F. = 393 $\frac{1}{2}$ Trunk = 372 Total 765

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered $31, 95\%$ 765

Thickness of usual wood deck, less stringer $3\frac{1}{2}" - 3\frac{1}{2}"$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... $42' 11\frac{3}{4}"$

Round of Beam $10\frac{3}{4}"$

Normal round..... $10\frac{3}{4}"$

Difference $- \div 2 =$

Proportion of Deck uncovered (Para. 19)

Freeboard, Table A $4' 3\frac{1}{2}"$

Correction for Sheer $7'$

Correction for Length $3 - 8\frac{1}{2}"$

Allowance for Deck Erections $+ 3\frac{1}{2}"$

Correction for Round of Beam..... $4 - 0$

Correction for fall in Sheer (if any)..... $9\frac{3}{4}"$

Correction for Iron Deck (if required) $3 - 2\frac{1}{4}"$

Correction for Round of Beam..... \checkmark

Correction for fall in Sheer (if any)..... \checkmark

Correction for Iron Deck (if required) $- 3\frac{1}{2}"$

Additions for non-compliance with provisions of Para. 11 (d) and (e) \dagger $2 - 10\frac{3}{4}"$

Other Corrections (if any)

Winter Freeboard $2' 10\frac{3}{4}"$

Summer Freeboard $2 - 7\frac{1}{2}"$

Indian Summer Freeboard $2 - 4\frac{1}{4}"$

N. A. Winter Freeboard $3 - 0\frac{3}{4}"$

Correction necessary because clewside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. $1\frac{1}{4}"$

Winter Freeboard from deck line $3 - 0\frac{1}{2}"$

Summer " " " $2 - 9\frac{1}{4}"$

Indian Summer " " " $2 - 6"$

N. A. Winter " " " $3 - 2\frac{1}{2}"$

Steel Deck :— $2' 9\frac{1}{2}"$

5

3

5

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.

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? *No reverse frames*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes, no openings*
 Give particulars of the means for closing the openings in Bulkhead
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *Yes, no opening*
 Give particulars of the means for closing the openings in Bulkhead
 What is the thickness of the Bridge Front plating? *38"* and Coaming plate? *42"*
 Give scantlings and spacing of the Stiffeners *7 1/2" x 3" x 42" Bulbangles, spaced 30' apart*
 Are bracket plates fitted at each end of the Stiffeners? *Yes* Are horn 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? *Shifting Boards fitted into channels, riveted to the bulkhead.*
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes, 7'-3"* 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? *Enclosed by strong steel deck house on Bridgedeck*
 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? *7'-6"* 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 6 of the Rules for 1904-5? Give particulars below: *Yes*

Position and Size.	No. 1 Fore		No. 2 Fore		No. 3 aft		No. 4 aft			
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of DECK	5'-6"		5'-6"		5'-6"		5'-6"			
COAMING										
Thickness										
SHIFTING BEAMS OR WEB PLATES										
Number	6		6		5		5			
Section at Scantling	angle 5 1/2" x 3 1/2" x 18"		As No. 1		As No. 1		As No. 1			
Material	steel									
* FORE AND AFTERS										
Number and Sections	None		None		None		None			
HATCHES										
Thickness	2 1/2"		2 1/2"		2 1/2"		2 1/2"			

* 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? Strake between Main and Bridge Sheerstrakes?

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

Length of Bulwarks in well *178' total; 91' fore, 87' aft.*

Area of Freeing Ports required by Para. 11 (e) each side of vessel

Ft. Tenth. Ft. Tenth. No.

2,50 x 2,0 x 4

2,50 x 2,0 x 4

Freeing Ports
(each side of vessel)

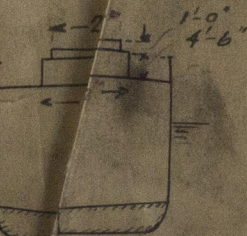
fore 18,0 Sq. ft.

aft 18,0

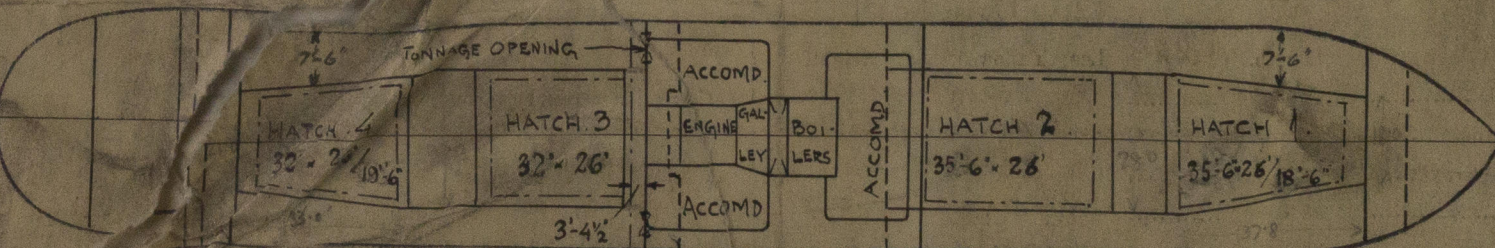
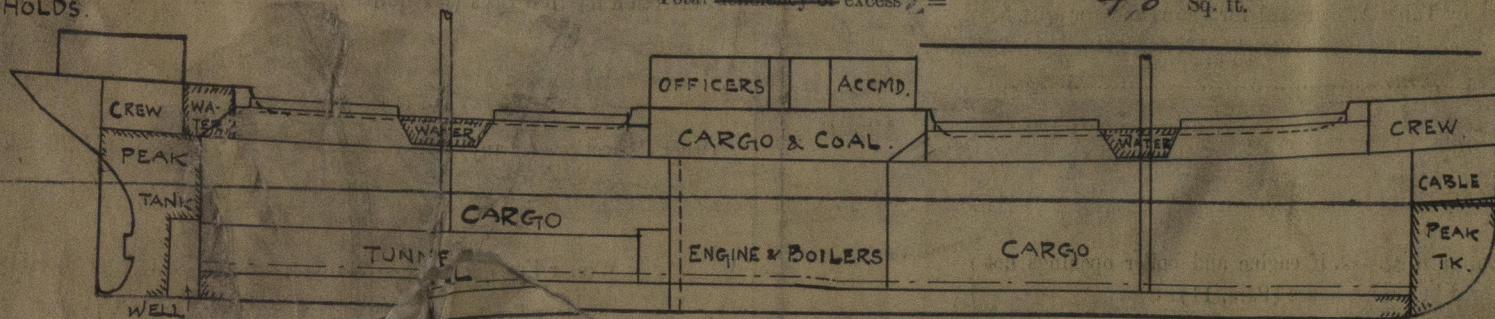
fore 20,0 Sq. ft.

aft 20,0

Total deficiency or excess = 4,0 Sq. ft.

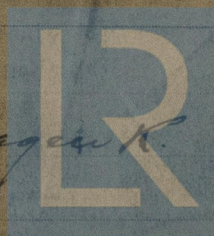


SECTION IN HOLDS.



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 *Trunk full length of Wells, 4'-6" high.*
 Builder's name and yard number *A/S Kjøge Værft, Skibs & Maskinfabrik.* *Breadth: Ships Breadth at U.D. — 27'-6"*
(28'-0" amidships)
 Names of sister vessels *—* *Yard No. 9.*
 Owners *A/S Dampskibsselskabet D.F.K.*
 Address *Holmens Kanal 5, Copenhagen K.*
 Received by me



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