

Port Nicholson 24526

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Rpt. 11b.

Lloyd's Register of British & Foreign 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.

Port of Survey Belfast
Date of Survey while building
Name of Surveyor J. W. Stevens

Miss W. Workman Clerk No 356

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
" <u>FORT BOWEN</u> "	<u>London</u> <u>British</u>	<u>143202</u>	<u>8267</u>	<u>1919</u>	<u>100 A1 Shellin deck, with freeboard Contemplated</u>

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<u>480.7</u>	<u>62.48</u>	<u>32.91</u>	<u>7711.73</u>
<u>479.33</u>	Frame Depth <u>9</u> Rule <u>" 7</u> <u>2</u> <u>- .33</u>	Ceiling Sheer <u>+ .61</u> <u>3" drop in tank</u> <u>+ .12</u>	Peak Tanks <u>no ceiling in nos.</u> <u>3+5 holds remainder</u> <u>of holds unimpaired</u> <u>-10</u>
<u>479.33</u>	<u>62.15</u>	<u>33.64</u>	<u>7701.73</u>

Moulded Depth as measured..... 35' 8"

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>479.33</u>	✓
Length in Table	<u>428.00</u>	✓
Difference	<u>51.33</u>	✓
Correction for 10ft., Table A.	<u>1.7</u>	Table C.
× Difference divided by 10	<u>8.72</u>	(if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<u>4.36</u>	= <u>4$\frac{1}{4}$</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	
Thickness of usual wood deck, less stringer	<u>3$\frac{1}{2}$</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>61</u>
Round of Beam	<u>15$\frac{1}{2}$</u>
Normal round.....	<u>15$\frac{1}{4}$</u>
Difference	✓ <u>÷ 2 =</u>
Proportion of Deck uncovered (Para. 19)	<u>Round of beam on upper BK.</u>
<u>in way of Refrig. Machy reduced as per back of form (Covered by Erection)</u>	

NOTE.— The round of beam should be reported on the full breadth of vessel at the gunwale.

coefficient of fineness..... 768 768
 modification necessary
 para. 4 (a) to (e)* } Cell. Double Bot.
 coefficient as corrected 752.748 748

{ Stem..... 108" } 159" ÷ 2 = 79.5" ... Mean
 { Sternpost ... 51 }

at $\frac{1}{8}$ of the length from { Stem 60 } 88" ÷ 2 = 44" ... Mean
 { Sternpost 28 } ÷ .58 = 80

normal mean Sheer 79.75
 standard mean Sheer [Table, Para. 18] 57.93 Correction
 Difference..... 21.82 ÷ 4 = 5 $\frac{1}{2}$

limited as Para. 18 (f).....

fall in Sheer { At front of bridge house..... ✓
 amidships {
 para. 18 (e) } At after end of forecastle ✓

fall in Sheer } ÷ 2 = ✓
 para. 18 (d) }
 length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>9.9</u>	<u>- 3.2</u>	<u>6.7</u>
Correction for Length, if required (Para. 12, 13, and 14)			
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>9.3</u>	<u>3$\frac{1}{2}$</u>	
Difference	<u>2.8</u>	<u>1$\frac{1}{2}$</u>	
Percentage as below.....	<u>94.5</u>	<u>2</u>	<u>= 30$\frac{3}{4}$</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
 Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	<u>400.30</u>	<u>400.30</u>	<u>8.5</u>
Bridge House	<u>4.66</u>		
† Raised Qr. Dk.....			
Poop.....	<u>74.37</u>	<u>74.37</u>	<u>8.5</u>
Total	<u>479.33</u>	<u>474.67</u>	
		<u>2.33</u>	
Length of Ship	<u>479.33</u>	<u>477.00</u>	<u>= .99.5</u>
Corresponding percentage (Para. 11, 12, 13, or 14) }	<u>94.5</u>	<u>479.33</u>	

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—	<u>6' 4$\frac{1}{2}$"</u>	<u>6' 5$\frac{1}{2}$"</u>	<u>Displ 230.0 TRL 18884</u>
Fresh Water Line above centre of Disc	<u>7$\frac{3}{4}$"</u>	<u>7$\frac{3}{4}$"</u>	<u>Tonn per Dck 60.7</u>
Indian Summer Line " " "	<u>6$\frac{1}{2}$"</u>	<u>6$\frac{1}{2}$"</u>	
Winter Line below " " "	<u>6$\frac{1}{2}$"</u>	<u>6$\frac{1}{2}$"</u>	
Winter North Atlantic Line " " "			

Freeboard, Table A	<u>9.9</u>
Correction for Sheer	<u>- 5$\frac{1}{2}$</u>
Correction for Length	<u>+ 4$\frac{1}{4}$</u>
Allowance for Deck Erections	<u>- 2.6$\frac{3}{4}$</u>
Correction for Round of Beam.....	<u>7.18</u>
Correction for fall in Sheer (if any).....	
Correction for Iron Deck (if required)	<u>- 3$\frac{1}{2}$</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<u>6.9</u>
Other Corrections (if any)	
Winter Freeboard	<u>6.9</u>
Summer Freeboard	<u>6.3</u>
Indian Summer Freeboard	<u>5.8</u>
N. A. Winter Freeboard	
Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side.	<u>178</u>
Winter Freeboard from deck line	<u>6.11</u>
Summer " " " "	<u>6.4</u>
Indian Summer " " " "	<u>5.10</u>
N. A. Winter " " " "	

† 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.

† 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.

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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? *Channel framing*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Steel doors hook bolted*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *Shelter OK* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*
 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? *Yes*
 How are the openings closed? *Steel doors hook bolted*
 Is the Forecastle at least as high as the main or top-gallant rail? *Forecastle on top of shelter OK* 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? *Shelter OK*
 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.	No. 1. 7m. 24'9" x 18'0"		No. 2. 28'6" x 18'0"		No. 3. 19'0" x 18'0"		No. 4. 26'1 1/2" x 18'0"		No. 5. 19'0"	
Item.	Ship.	Rule. as approved	Ship.	Rule. as approved	Ship.	Rule. as approved	Ship.	Rule. as approved	Ship.	Rule. as approved
COAMING.	Height above top of DECK	3 3/2	3 3/2	3 3/2	3 3/2	3 3/2	3 3/2	3 3/2	3 3/2	3 3/2
	Thickness	Sides	44	44	44	44	44	44	44	44
		Ends	44	44	44	44	44	44	44	44
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	3	5	3	5	3	5	3
	Section and Scantlings	16 x 34	12 x 32	12 x 32	12 x 32	12 x 30	12 x 32	12 x 30	12 x 32	12 x 32
	Material	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel
* FORE AND AFTERS.	Number									
	Section and Scantlings	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Material									
HATCHES Thickness	3	3	3	3	3	3	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 Rule

What is the thickness of the Bridge Sheerstrake? *Strake between Main and Bridge Sheerstrakes?*

Delete the words *{ The Crew are, 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

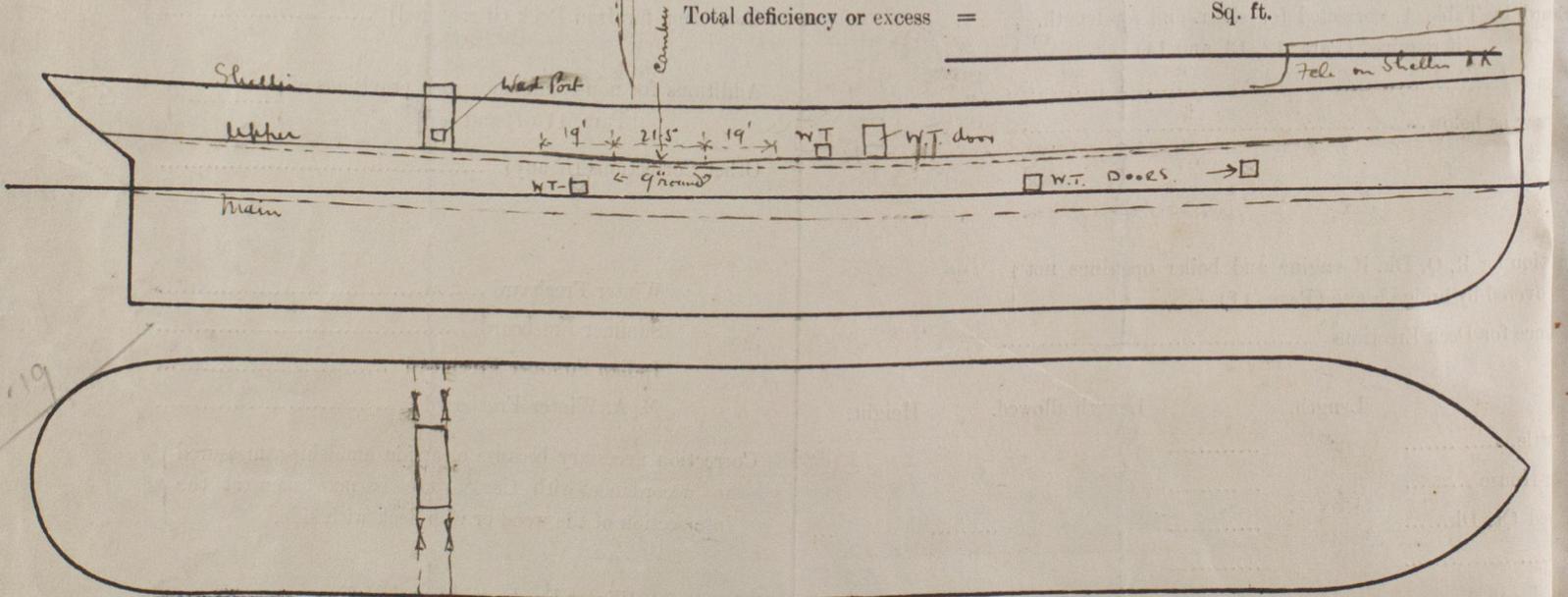
Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft. Tenths. Ft. Tenths. No. Freeing Ports (each side of vessel) = Sq. ft.

× × } Total deficiency or excess = Sq. ft.

× × } Total deficiency or excess = Sq. ft.

× × } Total deficiency or excess = Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

The approved midship section is enclosed for reference which please return for State any special features in the construction of the Vessel *dealing with outer shell*

Owners

Address

Fee £ 8 : 8 : 0

Received by me 30/5/19 R.B.D.



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