

ingway, cargo and

Lloyd's Register of British & Foreign Shipping. 29092
SURVEYS FOR FREEBOARD.—SAILING SHIPS.

~~PARTICULARS RELATING TO ALL SAILING 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 Loosly - Cam
Date of Survey 22nd June 1920
Name of Surveyor Capt B. Scores

Stef. Seuling Motor Vessel

OSHOLM Ship's Name.
ex DANE DRONNING
Number in Register Book

Port of Registry
and Nationality.
Copenhagen
Danmark

Official
Number.

Gross
Tonnage.

1688-08

Date of Build.
1920

Particulars of Classification.

Registered Dimensions from Ship's Register.	LENGTH. 250'-6"	BREADTH. 40'-2"	DEPTH. to Upper-Deck 22'-0"	UNDER DECK Tonnage. 1501.70
Length on Loadline	242'-2"	* Differ- ence in ft. x 2	7 1/2 5 2 1/2	Peak Tanks
		- .42	Sheer + .32	} included
CORRECTED DIMENSIONS.	242.2	39.78	22.32	1501.70

Moulded Depth as measured.....23'-8"

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

In ~~iron or~~ steel sailing ships state the
rise of floor per foot of half breadth
Less, if iron uncovered upper deck,
the usual thickness of wood deck
less stringer
Moulded depth to be used with tables

19.5

23-8

	Ship. inches.	Rule. inches.
Thickness of inside Plank ...		
Moulding of Timber ...		
Thickness of outside Plank ...		
TOTAL ...		
Difference *		

efficient of fineness 70
 modification necessary }
 [Para. 4 (a) to (e)] } ✓
 efficient as corrected

CORRECTION FOR LENGTH

	Table 17	Table 18
Length of Ship on Load Line	242.2	242.2
Length in Table	236.66	284
Difference	5.54	41.8
Correction for 10 ft.	1.3	1.3
× Difference ÷ 10 =	5.43	2.5
	72 = + 3/4	5.12

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered $\cdot 627$
Thickness of usual wood deck, less stringer..... $3\frac{1}{2}$ — $2\frac{1}{2}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	39'-6"
Round of Beam.....	10"
Normal round	9.9
Difference	$\div 2 =$
† If limited by the memo. to Para. 19	
Proportion of Deck uncovered (Para. 19)	

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

$$\left\{ \begin{array}{l} \text{Stem} \dots 5'-6\frac{1}{2}" \\ \text{Sternpost} \dots 2'-5\frac{1}{2}" \end{array} \right\} 8'-0" \div 2 = 4'-0" \dots \text{Mean}$$

at $\frac{1}{2}$ of the length from $\left\{ \begin{array}{l} \text{Stem} \quad 3'-2\frac{1}{2}" \\ \text{Sternpost} \quad 1'-0" \end{array} \right\} 4'-2\frac{1}{2}" \div 2 = 2'-1\frac{1}{4}" \dots \text{Mean}$

nal mean Sheer 45.91 $\div .55 = 45.91$

dard mean Sheer (Table, Para. 18) 34.22 Correction

Difference..... $11.69 \div 4 =$

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

all in sheer } $\div 2 =$
 ca. 18 (d) }
 th uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

	Length.	Length allowed.	Height.
Castle.....	44'-0"	44	7'-2"
Gate House	64'-0"	64	7'-10"
and Gr. Dk.	—		—
	44'-0"	44	7'-2"
	Total length allowed	152	

length of Ship $242.2 = .627$ × 8 eighths covered.
 Corresponding percentage = 42.7

Card Table D corrected for Length
Percentage allowance
C $19 \text{ Cor. for skew} = (4-10\frac{1}{4}) - 3 = 4-7\frac{1}{4}$

2-1
2-6 $\frac{1}{4}$
42.70
12.92
— 13

Freeboard, Table D	4-10 ³ / ₄
Correction for Length	+ 3 ³ / ₄
	4-11 ¹ / ₂
Correction for Sheer	- 3
	4-8 ¹ / ₂
Allowance for Deck Erections	- 1-1
	3-7 ¹ / ₂
Correction for Round of Beam.....	
Correction for fall in Sheer (if any)	
Correction for Iron Deck (if required)	- 2 ¹ / ₂
	3-5
Other Corrections (if any).....	

Freeboard	5-5-
N. A. Winter Freeboard	5-8
Correction necessary because clearside amidships, measured in accordance with the Statute, is not taken at the intersection of the mid or iron deck with side.	
	1 1/2
Freeboard from deck line	5-6 1/2
N. A. Winter Freeboard	5-9 1/2

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

6.7.20. Fresh Water Line above centre of Disc
Winter North Atlantic Line below " "

in dock-docked vessels the total standard mean sheer means the sheer measured at the stem and stern post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

The Surveyors 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.

† In flush deck sailing vessels the excess of round of beam for which an allowance is made shall not exceed the standard round of beam, and for sailing vessels having erections on deck the allowance shall be further reduced in proportion to the extent of the main deck uncovered.

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An allowance is made shall not.

Lloyd's Register
3-0166 [P.T.O.]
Foundation

Do all the Frames extend to the top height in the Poop?

Do. do. do. Raised Quarter Deck?
Do. do. do. Bridge House?
Do. do. do. Forecastle?

To what height do the Reverse Frames extend? *Forecastle alternate frames & bulk angles cut down on every frame in Poop & Bridge excepting by of App.*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes bulkhead 34 Coaming 38 Stiff 7-3-54 bulk A spaced 2-0 apart.*

Give particulars of the means for closing the openings in Bulkhead? *Winged iron doors*

Is the Poop or Raised Quarter Deck connected with the Bridge House?

Has the Bridge House an efficient Bulkhead at the fore end? *Yes bulkhead 34 Coaming 38 Stiff 6-3-44 bulk angles spaced 30 apart.*

* Give particulars of the means for closing the openings in Bulkhead? *2 iron doors 4-10 1/2 x 2-11 Butterfly bolts 8 apart Secured on inner plate.*

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

How are the openings closed? *2 openings 5-3 1/2 x 3-0 planks fitted in channels.*

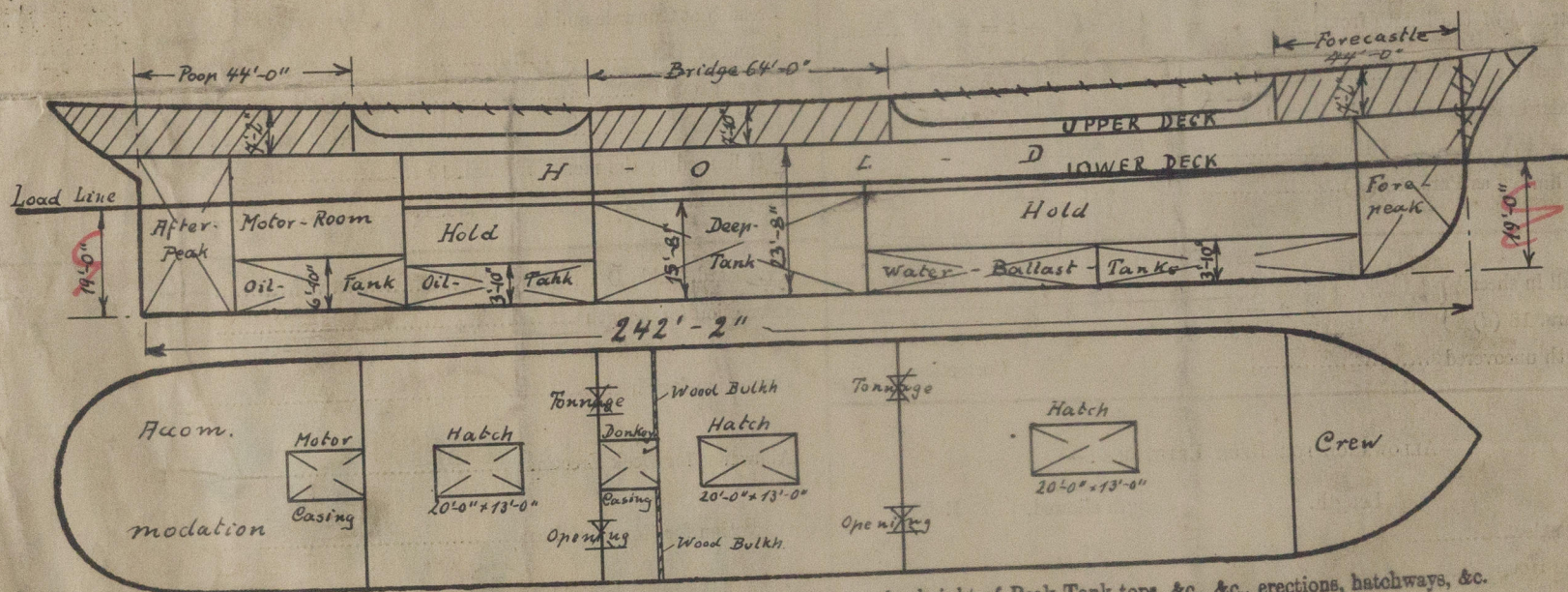
Is the Forecastle at least as high as the main or top-gallant rail?

Has the Forecastle an efficient Iron or Wood Bulkhead at after end?

Are the Weather Deck Hatchways efficiently constructed? Give particulars below:—

Position and Size.					
Item.	No 1 Hatch.	No 2 Hatch	No 3 Hatch		
Height above top of DECK of COAMING	20'-0" x 13'-0" 26" x 44"	20'-0" x 13'-0" 1'-6" x 44"	20'-0" x 13'-0" 2'-6" x 44"		
SHIFTING BEAMS OR WEB PLATES.					
Number	2	2	2		
Section and Scantlings	15" x 36" 4 angles	15" x 32"	15" x 36"		
Material	3 x 3 x 40				
FORE AND AFTERS.					
Number	1 off 7 x 6	D B	D B	D B	
Section and Scantlings	2 off 6 x 6 B	x	x	x	
Material	Wood	as No 1.	as No 1.		
HATCHES Thickness	2 1/2" wood.	as No 1.	as No 1.		
Remarks	Plumberships.				

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.



State any special features in the construction of the Vessel

The vessel has been measured for Tonnage with open Bridge

Owners

Address

See L

Received by me



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