

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

Superstructure

Port of Survey *Rotterdam*
Date of Survey *Building*
Name of Surveyor *J. H. Brouwer*

Ship's Name. *MON BOLIVAR* Port of Registry and Nationality. *Amsterdam Dutch* Official Number. *150* Gross Tonnage. *7905.51* Date of Build. *1926/1927* Particulars of Classification. *100 A1 Con Temp tested.*

REGISTERED DIMENSIONS FROM THIS REGISTER.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.			
	<i>419.92</i>	<i>59.17</i>	<i>27.79</i>	<i>5335.77</i>			
LENGTH ON LOADLINE	<i>420'-0"</i>	FRAME DEPTH Rule	<i>as per plan</i>	CEILING SHEER	<i>pitched</i>	PEAK TANKS	<i>included</i>
CORRECTED DIMENSIONS.							

Moulded Depth as measured *31'-6"* Main Deck.
 " " " *39'-6"* Spar or Awning Deck.
Superstructure

Addition for Keel below base line for draught record *1.44* inches.

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

CORRECTION FOR LENGTH:—
 Length of Ship on Load Line.... *420'-0"*
 Length in Table

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

Freeboard Table B or C.....
 Correction for Length.....
 Correction for Height of 'Tween Decks in Spar-decked Ships.....

Correction for Strength in excess of Lloyd's rules.....
 Correction for Iron Deck if required.....
 Other Corrections (if any).....
 Winter Freeboard.....
 Summer Freeboard.....
 Indian Summer Freeboard.....
 N. A. Winter Freeboard.....

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or steel deck with side

Winter Freeboard from Deck Line

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—
 Fresh Water Line above centre of Disc ...
 Indian Summer Line " " " ...
 Winter Line below " " " ...
 Winter North Atlantic Line " " " ...

Co-efficient of fineness
Any modification necessary [Para. 4 (a) to (e)*]
Co-efficient as corrected

Allowance for strength in excess of Lloyd's rules =

State particulars—

Superstructure deck is only on deck laid forward and on way of 1/2 length for larger accommodation and India rubber on for both decks.

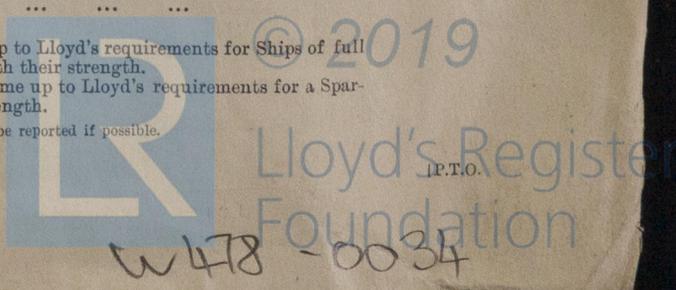
Sheer at Stem *90* at 1/4 length from Stem *54 3/8*
Sternpost... *55 3/8* " " " Sternpost... *32 3/8*

Drop in Sheer abaft amidships.....
from frame 49 to frame 100

Round of Spar-deck Beam..... *nil*
 " " Main-deck " *nil*

	Length	×	Height.	State if open or closed at ends.
Forecastle	<i>37.42</i>	×	<i>7'-6"</i>	<i>open.</i>
Tridge.....		×		
Top.....		×		

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.



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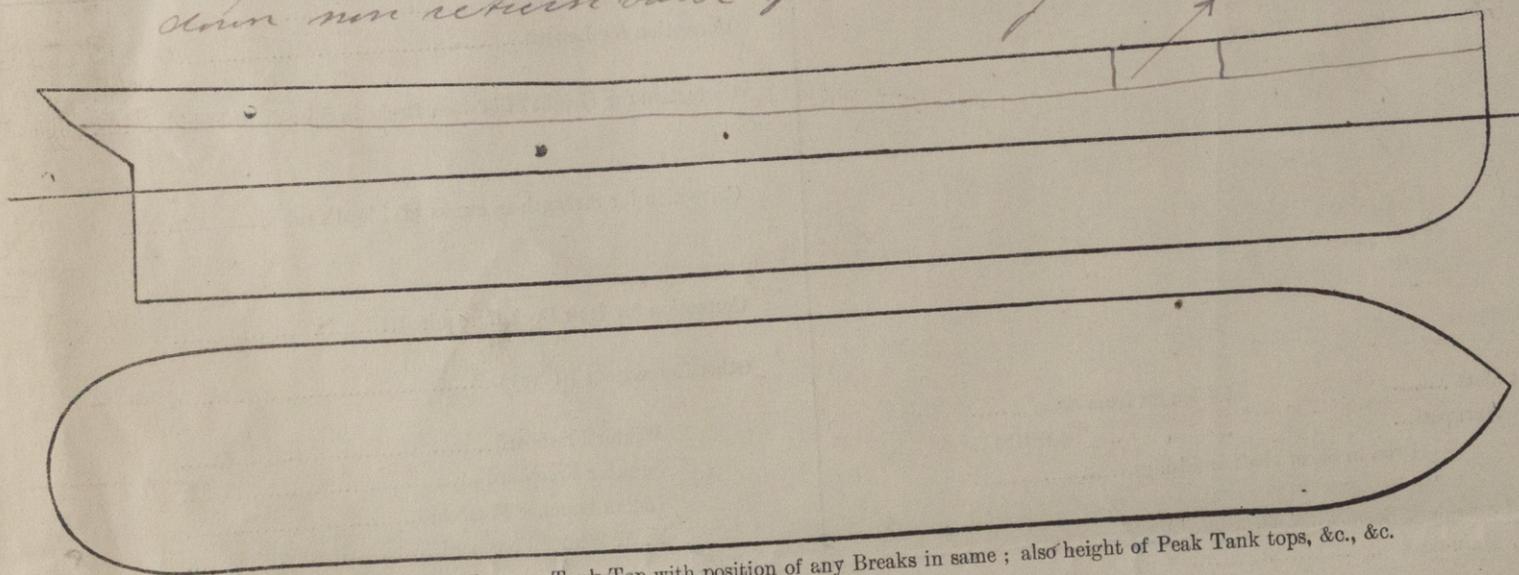
Do all the Frames extend to the top Height in the Spar deck? *as per plan* Awning deck?
 Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle? *yes*
 To what height do the Reverse Frames extend? *2 frames*
 Has the Poop an efficient Iron Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead Has the Bridge House an efficient Bulkhead at the fore end?
 Is the Poop connected with the Bridge House?
 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? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *opening*
 Is the Forecastle at least as high as the main or top-gallant rail?
 Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? *enclosed by steel deck houses*
 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 *Craming .32-.20 plating .24 stiffeners 75x75x75*
 What is the height of the exposed Casings? *above the bulkhead* 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.	24'9" x 15'0"		24'4 1/2" x 18'0"		24'4 1/2" x 18'0"		24'4 1/2" x 18'0"	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	33		33		<i>sunken hatchway</i>	33		
Thickness	Sides.....	.44	.44		<i>see special</i>	.44		
	Ends.....	.44	.44		<i>approved plan</i>	.44		
SHIFTING BEAMS OR WEB PLATES.	Number.....	3	3		3		3	
	Section and Scantlings.....	7 1/2" 10" x .36	7 1/2" 16" x .32		I 180x180x18 1/2	7 1/2" 16" x .32		
	Material.....	1/4" 11" 4x3x.44	1/4" 9" 4x3x.44		1/4" 10" 4x5x.44	1/4" 9" 4x3x.44		
* FORE AND AFTERS.	Number.....							
	Section and Scantlings.....							
	Material.....							
HATCHES Thickness	2 1/2		2 1/2		2 1/2		2 1/2	
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.)

At present there is one scupper on each side with screw down non return valve for draining that space diam



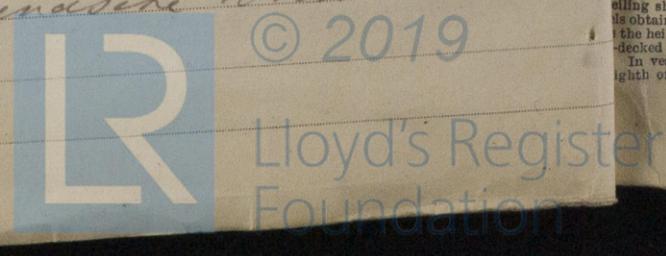
Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *The vessel has been constructed in accordance with the approved plans which are retained in your office for reference.*

Steel shutters will be made as approved by your letter H 23/2. 1927. For scuppers see copy of letter received from the Builder's name and yard number Rotterdamse droogdok Maatschappij

Names of sister vessels *Jaid N. 138*
 Owners *Koninklijke Nedervanische Stoomboot Maatschappij*
 Address *Amsterdam.*

Received by me *is always in the report that I give*



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