

28 FEB 1927

Index No.

32295

(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.

Port of Survey

Rotterdam

Date of Survey

Building

Name of Surveyor

J. H. Heenan

Ship's Name. **MON BOLIVAR** Port of Registry and Nationality. **Amsterdam Dutch** Official Number. **130** Gross Tonnage. **1905.51** Date of Build. **1926/1927** Particulars of Classification. **100 A1 Contemplated**

Registered Length. **419.92** Breadth. **59.17** Depth. **27.79** Under Deck Tonnage. **5335.77**

Length on Loadline. **420'0"** Frame Depth Rule. **as per plan** Ceiling Sheer **fitted** Peak Tanks **indicated**

Corrected Dimensions. **420.0**

Moulded Depth as measured

31'6"

Addition for Keel below base line for draught record

1'4"

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

420'0"

Length in Table

378'0"

Difference

42'0"

Correction for 10ft., Table A.

1'6"

Table C.

× Difference divided by 10

6'72"

(if required.)

If 1/10ths length covered divide by 2

3'36"

+ 3/4"

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered

Thickness of usual wood deck, less stringer

- 3 1/2"

no wood deck laid cement and iron rubber used only forward and aft stem of ship

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships

59'0"

Round of Beam

1'4'75"

Normal round

1'4'75"

Difference

1'4'75" - 1'4'75" = 0

Proportion of Deck uncovered (Para. 19)

0'4'1"

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

Freeboard, Table A

8'1"

Correction for Sheer

- 4"

Correction for Length

+ 3 1/4"

Allowance for Deck Erections

2' - 6 1/2"

Correction for Round of Beam

+ 1/4"

Correction for fall in Sheer (if any)

- 3 1/2"

Correction for Steel Deck (if required)

5' - 2 1/2"

Additions for non-compliance with provisions of

Para. 11 (d) and (e) ‡

Other Corrections (if any)

Winter Freeboard

5' - 2 1/2"

Summer Freeboard

4' - 8"

Indian Summer Freeboard

4' - 1 1/2"

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 steel deck with side.

NIL

Winter Freeboard from deck line

5' - 2 1/2"

Summer

4' - 8"

Indian Summer

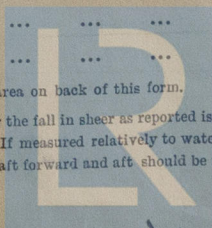
4' - 1 1/2"

N.A. Winter

-

Wood (Steel) Deck

4' - 8"



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W478-10035

efficient of fineness

any modification necessary

[Para. 4 (a) to (e)]*

efficient as corrected

Stem $\frac{90}{100}$ Sternpost $\frac{55}{100}$ $\div 2 =$ Mean

Stem $\frac{54}{100}$ Sternpost $\frac{32}{100}$ $\div 2 =$ Mean

at $\frac{1}{3}$ of the length from Stem $\frac{54}{100}$ Sternpost $\frac{32}{100}$ $\div 2 =$ Mean

adual mean Sheer $\frac{64.71}{100}$

andard mean Sheer [Table, Para. 18] $\frac{52.00}{100}$ Correction

Difference $\frac{15.41}{100} \div 4 = 3.93$

If limited as Para. 18 (f) $- 4"$

At front of bridge house

At amidships

At after end of forecastle

At front of bridge house

At amidships

At after end of forecastle

At front of bridge house

At amidships

At after end of forecastle

At front of bridge house

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Registered Length from s Register. <i>419.92</i>	LENGTH. <i>420.0</i>	BREADTH. <i>59.17</i>	DEPTH. <i>27.79</i>	UNDER DECK TONNAGE. <i>5335.77</i>
Length on LOADLINE. <i>420.0</i>	Frame Depth Rule <i>59.17</i>	Ceiling Sheer <i>fitted</i>	Peak Tanks <i>indicated</i>	
CORRECTED DIMENSIONS. <i>420.0</i>				

Moulded Depth as measured...*31.16*
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 Loadline...	<i>420.0</i>
Length in Table	<i>378.0</i>
Difference	<i>42.0</i>
Correction for 10ft., Table A.	<i>1.6</i>
× Difference divided by 10	<i>6.72</i> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<i>3.36 + 3/4</i>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer

no wood deck laid cement and iron rubber used only forward and aft stem of ship

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships...	<i>59.00</i>
Round of Beam	<i>14.75</i>
Normal round.....	<i>14.75</i>
Difference	<i>14.75 - 2 = 12.75</i>
Proportion of Deck uncovered (Para. 19)	<i>0.041 = 3.02 + 1/4</i>

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

Freeboard, Table A	<i>8'-1"</i>
Correction for Sheer	<i>-4"</i>
Correction for Length	<i>7'-9"</i>
Allowance for Deck Erections	<i>+3 1/4"</i>
Correction for Round of Beam.....	<i>8'-0 1/4"</i>
Correction for fall in Sheer (if any).....	<i>2'-6 1/2"</i>
Correction for Steel Deck (if required)	<i>5'-5 3/4"</i>
Additions for non-compliance with provisions of Para. 11 (d) and (e) ‡	<i>+1/4"</i>
Other Corrections (if any)	<i>5'-6"</i>

Winter Freeboard	<i>5'-2 1/2"</i>
Summer Freeboard	<i>4'-8"</i>
Indian Summer Freeboard	<i>4'-1 1/2"</i>
N.A. Winter Freeboard	<i>-</i>

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

Winter Freeboard from deck line	<i>5'-2 1/2"</i>
Summer " " " "	<i>4'-8"</i>
Indian Summer " " " "	<i>4'-1 1/2"</i>
N.A. Winter " " " "	<i>-</i>

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

Winter Freeboard from deck line	<i>5'-2 1/2"</i>
Summer " " " "	<i>4'-8"</i>
Indian Summer " " " "	<i>4'-1 1/2"</i>
N.A. Winter " " " "	<i>-</i>

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.

efficient of fineness.....
any modification necessary {
[Para. 4 (a) to (e)]*
efficient as corrected

Sheer { Stem..... <i>90</i> at { Sternpost..... <i>55 1/2</i>	÷ 2 =	...Mean
Sheer at $\frac{1}{8}$ of the length from { Stem <i>54 3/8</i> Sternpost <i>32 1/8</i>	÷ 2 =	...Mean
Actual mean Sheer	<i>64.71</i>	
Standard mean Sheer [Table, Para. 18]	<i>52.00</i>	Correction
Difference.....	<i>15.41 ÷ 4 = 3.93</i>	
If limited as Para. 18 (f)	<i>-4"</i>	

At front of bridge house.....
At after end of forecastle

fall in Sheer {
Para. 18 (d) {
length uncovered

ALLOWANCE FOR DECK ERECTIONS:—

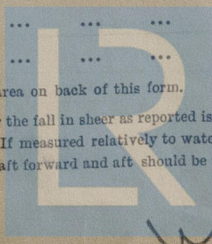
Freeboard, Table C.....	<i>4'-11 1/2"</i>
Correction for Length, if required (Para. 12, 13, and 14)	<i>✓</i>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<i>4'-9"</i>
Difference	<i>2'-9 1/2"</i>
Percentage as below.....	<i>90.9%</i>
	<i>30.45</i>

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..... <i>73.5"</i>	<i>73.42</i>	<i>148.0</i>
House..... <i>329.5 1/2"</i>		
Deck..... <i>329.46</i>		
Total	<i>403.88 = 959</i>	
of Ship	<i>420.0</i>	
Percentage	<i>90.9%</i>	

BOARD 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 " " "

frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside should be reported if possible.
the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
decked 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 length of the vessel's length from stem and stern-post.



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