

Revision for Passenger Vessel. see Reg. H.M. Supt. 7801.
Lloyd's Register of British & Foreign Shipping.
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

23430

8856

Port of Survey *Belfast*
Date of Survey *while being recommissioned*
Name of Surveyor *W. M. Aspinall*

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
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.

Ship's Name. <i>S. BELGENTLAND</i> Number in Register Book <i>78181</i>	Port of Registry and Nationality. <i>Liverpool</i> <i>British</i>	Official Number. <i>140517</i>	Gross Tonnage. <i>24547</i>	Date of Build. <i>1917</i> <i>6 mo.</i>	Particulars of Classification. <i>100 A.1.</i>
---	--	--------------------------------------	-----------------------------------	---	---

Registered dimensions from Ship's Register.	LENGTH. <i>670.4</i>	BREADTH. <i>78.4</i>	DEPTH. <i>44.7</i>	UNDER DECK TONNAGE. <i>18628.65</i>
Length on LOADLINE.	<i>670.0</i>	Frame Depth Rule <i>10</i> Ceiling Rule <i>10</i> Sheer <i>+18</i> <i>Drop 14 + 25</i> <i>deck</i> <i>Surge Canal</i> <i>June 1889 73</i>	Peak Tanks } included	
CORRECTED DIMENSIONS.	<i>670.0</i>	<i>78.4</i>	<i>46.13</i> <i>44.7</i>	<i>18667.65</i> <i>18628.65</i>

Co-efficient of fineness..... *79*
Any modification necessary
[Para. 4 (a) to (e)]* *.03 Cell. 2B.*
Co-efficient as corrected..... *77*

Sheer { Stem..... *138.5*
at { Sternpost *54* } $192.5 \div 2 = 96.25$ Mean
Sheer at $\frac{1}{2}$ of the length from { Stem *71* } $92 \div 2 = 46$ Mean
Sternpost *21* } $83.763 \div 2 = 41.8815$
Gradual mean Sheer..... *83.63*
Standard mean Sheer [Table, Para. 18]..... *77.0* Correction
Difference..... $6.763 \div 4 = -1.7$
§ If limited as Para. 18 (f)..... *-1 3/4*

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

¶ Fall in Sheer { $3'' \div 2 =$
Para. 18 (d) }
Length uncovered *Covered by Bridge* Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... $14.5 - 3.25 = 11.25$
Correction for Length, if required (Para. 12, 13, and 14)..... $+ 6 1/4$
Freeboard by Table A, corrected for sheer, and for length,
if required (Para. 12, 13, and 14)..... $15.4 3/4$
Difference..... 3.8
Percentage as below..... 30%
= 13.5

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

Allowance for Deck Erections..... $1.1 1/4$

	Length.	Length allowed.	Height.
Forecastle.....	<i>573.6</i>	<i>573.5</i>	<i>9.5</i>
and Bridge House.....			
† Raised Qr. Dk.....	✓	✓	
Poop.....	✓	✓	
Total.....	<i>573.5</i>	<i>573.5</i>	<i>.855</i>
Length of Ship.....	<i>670</i>		

Corresponding percentage
(Para. 11, 12, 13, and 14) *Limited to 30%*

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	" " "	...

34 JAN 1923

additional marks to be placed on the vessel's sides in accordance with the attached sketch, (a) 3'-6" and
6" below the centre of disc, corresponding to moulded drafts approved for the subdivision loadlines, viz (a) 33'-6"
in any of the passengers are accommodated on the Lower Deck, and (b) 33'-6" when none of the passengers are
accommodated on the Lower Deck.

Moulded Depth as measured..... *49.3* to normal line
" " actual *49.0* to normal line
NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.
Allowance for keel 3" below base line

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... *670.0*
Length in Table..... *591*
Difference..... *79*
Correction for 10ft., Table A..... *1.7* Table C..... *.8*
× Difference divided by 10..... *13.4* (if required.) *6.32*
If $\frac{1}{10}$ th length covered divide by 2 $+ 13 1/2$ *+ 6 1/2*

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ th length covered..... ✓
Thickness of usual wood deck, less stringer..... *3 1/2*
2" struts on steel deck *-1 1/2*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *78*
Round of Beam..... *6*
Normal round..... *19.5*
Difference..... $13.5 \div 2 = 6.75 \times .15 = +1''$
Proportion of Deck uncovered (Para. 19)..... *.15*

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

Freeboard, Table A..... *14.5*
Correction for Sheer..... $13 1/4$
14.3 1/4
Correction for Length..... $+ 1.1 1/2$
15.4 3/4
Allowance for Deck Erections..... $1.1 1/4$
14.3 1/2
Correction for Round of Beam..... $+ 1$
14.4 1/2
Correction for fall in Sheer (if any)..... ✓
2" struts on
Correction for Iron Deck (if required)..... $- 1 1/2$
14.3

Additions for non-compliance with provisions of {
Para. 11 (d) and (e) }
Other Corrections {
Awning or shelter deck dropped
3" at side for 14 1/2' at amidships
3" $- 3$
14.0

Winter Freeboard..... *14.0*
Summer Freeboard..... *13.2 1/2*
Indian Summer Freeboard..... ✓
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.
2" struts on
As marked originally by Board of Trade

Winter Freeboard from deck line..... *14.0 1/2*
Summer " " "..... *13.3*
Indian Summer " " "..... ✓
N. A. Winter " " "..... ✓
2" struts on STEEL
Winter (Iron) Deck:—..... *13.3* *As a Cargo Vessel*

MARKING FORM
19 FEB 1923

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 frames*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *✓*

Give particulars of the means for closing the openings in Bulkhead *✓*

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

Has the Bridge House an efficient Bulkhead at the fore end? *yes*

Give particulars of the means for closing the openings in Bulkhead *3 openings 5'6" x 2'9" with 18" cranning. Closed by steel hinges*

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? *Hinged wood doors at cabin entrances. 12" cranning*

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

Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *Forecastle & bridge combined*

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by Bridge House*

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? *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.	No. 1. 16'5" x 17'4"	No. 2. 20'3" x 17'0"	No. 3. 20'3" x 17'0"	No. 5 & 6. 17'10" x 17'3"	No. 7. 16'0" x 17'0"
Item.	Ship. Rule.	Ship. Rule.	Ship. Rule.	Ship. Rule.	Ship. Rule.
Height above top of DECK	30"	33"	30"	34"	30"
Thickness	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"
SHIFTING BEAMS OR WEB PLATES.	Steel watertight arched cover 40 6 x 3 1/2 B.A. stiffeners spaced 30"	2 webs 18 1/2 x 4 1/4 4 webs 12 x 32 steel	3 webs 18 1/2 x 4 1/4 4 webs 12 x 32 steel	1 web 18 1/2 x 4 1/4 3 webs 11 x 30 steel	1 web 18 1/2 x 4 1/4 3 webs 12 x 32 steel
* FORE AND AFTERS.		none			
HATCHES Thickness	as above.	3"	3"	3"	3"

* 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.)

Bottom sill of lowest sidelight (about 7' frame aft) 2' 7" below upper deck.
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? *1 1/2" about 1 1/2" mark*
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

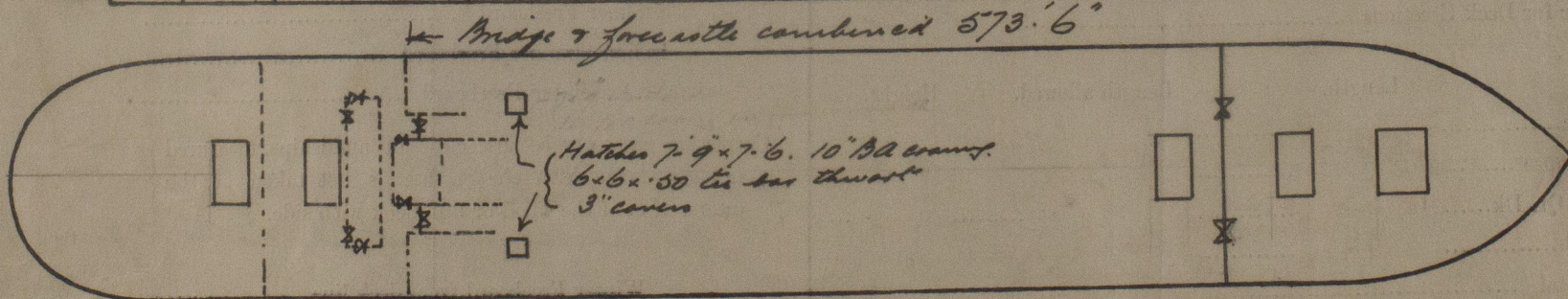
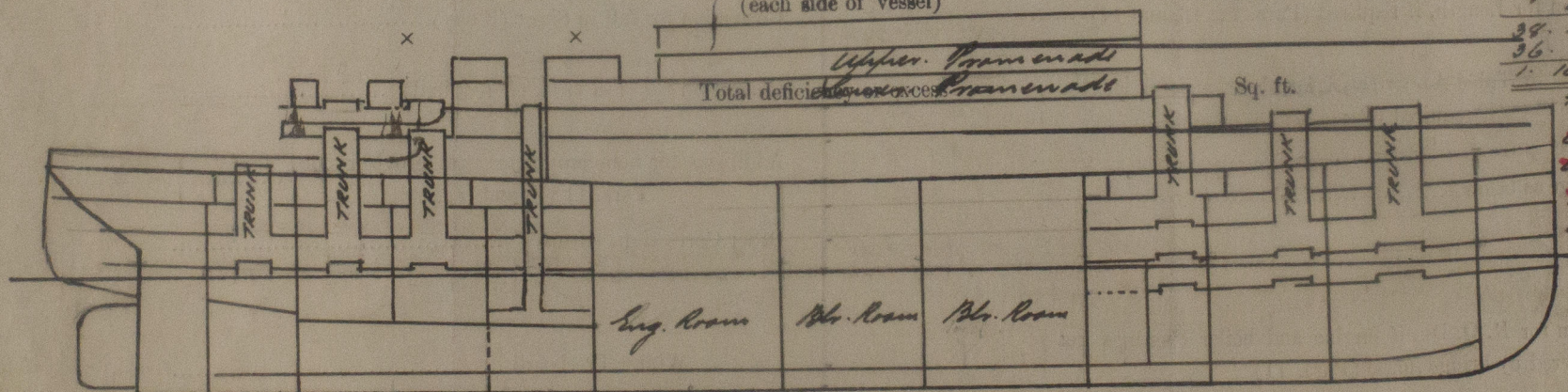
Area of Freeing Ports required by Para. 11 (e) each side of vessel =

Sq. ft.

Ft. Tenths. Ft. Tenths. No.

Freeing Ports (each side of vessel) =

Sq. ft.



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

Approved plans of midship section & profile, herewith for reference. *Freibord request form. herewith.*

State any special features in the construction of the Vessel. *Vessel now completed as a passenger vessel. A passenger*

Freibord has been assigned by the Board of Trade. Discharges from upper deck lead overboard through forced storm valves worked from upper deck. Discharges from main deck lead to bilges or to sludge tanks except slop shoot in No. 1 lower deck, which discharges overboard through forced storm valve worked from upper deck. Light below main deck of underwater type. Cargo ports permanently secured up & outside with converted cover to prevent tampering. 11 bulkheads all to upper deck.

Alterations by *Holland & Wolff Ltd.*

Address *Belfast.*

Fee £ *2* Received by me

19/4/23

W. R. M. Ashmole
Belfast 19/4/23
Holland's Register