

10.381

Port of Survey *Belfast*  
Date of Survey *Building 5th June 1930*  
Name of Surveyor *S. O. Kendall*

$$\begin{array}{r} 30 - 6\frac{1}{2} \\ 1 - 3\frac{1}{2} \\ \hline 31 - 10 \\ 3 - 10 \\ \hline 28 - 0 \end{array}$$

Moulded Depth as measured..... 30'-6 $\frac{1}{2}$ "

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

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

W516-0378

Co-efficient of fineness..... ~~.76~~ **.752**  
Any modification necessary } **.02 Cell DB**  
[Para. 4 (a) to (e)]\* }  
Co-efficient as corrected ..... ~~.74~~ **.73**

CORRECTION FOR LENGTH.	
Length of Ship on Loadline.....	455 ✓
Length in Table .....	<u>366.5</u>
Difference .....	88.5 ✓
Correction for 10ft., Table A. ....	<u>1.5</u> T
× Difference divided by 10 .....	13.27 (if
If $\frac{1}{10}$ ths length covered divide by 2 +	6.63 s

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered .....  
 Thickness of usual wood deck, less stringer ..... =  $3\frac{1}{2}$

CORRECTION FOR ROUND OF BEAM.

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

60-22-55.5

Shear { Stem.....  $7\frac{1}{2}$  }  $110\frac{1}{4} \div 2 = 55.12$  Mean  $36 \overline{) 4.72}$   
at { Sternpost ...  $38\frac{3}{4}$  }  $+13$

Shear at  $\frac{1}{8}$  of the length from { Stem  $45\frac{1}{4}$  }  $66\frac{1}{4} \div 2 = 33.12$  Mean  
{ Sternpost 21 }

Gradual mean Sheer  $\frac{33.12}{85} = 60.22$   $57.67$   $\frac{60.22 + 55.12}{2} = 57.67$

Standard mean Sheer [Table, Para. 18]  $55.50$  Correction

Difference  $2.17 \div 4 = .54$

§ If limited as Para. 18 (f)  $\text{say } -\frac{1}{2}$

CORRECTION FOR ROUND OF BEAM.	
Breadth at Gunwale amidships.....	64.75
Round of Beam.....	15 $\frac{1}{2}$
Normal round.....	15 $\frac{1}{2}$
Difference .....	✓      ÷ 2 = .....
Proportion of Deck uncovered (Para. 19) .....	

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

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Fall in Sheer {  $\frac{1}{2} \div 2 =$   
Para. 18 (d) {  
Length uncovered *covered by erection*

Freeboard, Table A .....  $7 - 7\frac{3}{4}$   
Correction for Sheer .....  $-$   
Correction for Length .....  $+ 8' - 18\frac{1}{2}$

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	4 - 6 <sup>13</sup> / <sub>16</sub>
Correction for Length, if required (Para. 12, 13, and 14) .....	
Freeboard by Table A. corrected for sheer, <del>and for length,</del> if required (Para. 11, 12, 13, and 14)	7 - <del>7</del> <sup>13</sup> / <sub>16</sub>
Difference .....	3 - <del>1</del> <sup>02</sup> / <sub>16</sub>
Percentage as below.....	<u>94.4</u>
	34 - <del>9</del> <sup>69</sup> / <sub>100</sub>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	2 - <del>10</del> <sup>3</sup> / <sub>16</sub>
Allowance for Deck Erections .....	<u>2 - 11</u>

Freeboard, Table A .....  
 Correction for Sheer .....  
 Correction for Length .....  
 Allowance for Deck Erections .....  
 Correction for Round of Beam.....  
 Correction for fall in Sheer (if any).....  
 Correction for Steel Deck (if required) ..  
 Additions for non-compliance with provision  
     Para. 11 (d) and (e) †  
 Other Corrections (if any) .....

	Length.	Length allowed.	Height.
Forecastle.....	} 408.25	408.25	12.5'
Bridge House			9.5'
<i>Lornage opening</i> + Raised Q. Bk.....			
	5.33		
Poop.....	41.42	41.42	11.0'
Total .....	455.00	449.67	
	$\frac{1}{2}$ DIFF	2.66	= .994
Length of Ship .....		452.33	
Corresponding percentage {		455	
(Para. 11, 12, 18, or 14) }	94.4 %		

Winter Freebo  
Summer Free  
Indian Sum  
N. A. Wint

Correction necessary  
in accordance with  
intersection of the

Winter Fre  
Summer  
Indian Sum  
~~N. A. Winter~~

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

Fresh Water Line	above	centre of Disc
Indian Summer Line	"	"
Winter Line	below	"
<del>Winter North Atlantic Line</del>	"	"

the frames and plating. The sheers are of unusual thickness the breadth of vessel to inside of ceiling should be reported, as far as possible.

In vessels obtaining a survey under Para. 11, when the height in the R.V.B. is at the level of the top of the sheer drops abaft amidships the height is the total standard height from the level of the top of the amidship beam.

In high-decked vessels the total standard height means the sheer measured at the stem and stern-post. In vessels having points and/or deck beams the sheer measured at points distant one-eighth of the vessel's length from the stem and stern-post.

The Surveyor should state whether the line of keel or to the gun line. If the keel line is measured the survey, and also the gun and load draught. If the gun line is measured the keel draught should also be reported.



Do all the Frames extend to the top height in the Poop? *Yes.* Raised Quarter Deck? ☒ Bridge House? *Yes.* Forecastle? *Yes.*  
 To what height do the Reverse Frames extend? *2nd Deck.*  
 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 *weather boards full height in riveted channels.*  
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *Yes.* Has the Bridge House an efficient Bulkhead at the fore end? *connected Forecastle*  
 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? *weather boards full height in riveted channels.*  
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes.* Has the Forecastle an efficient Iron Bulkhead at the 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? *Yes.*  
 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 31'6" x 21'0"		No 2 32'0" x 21'0"		No 3 29'4" x 21'0"		No 4 32'0" x 21'0"		No 5 29'6" x 17'0"	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	36"	24"	36"	18"	36"	18"	36"	18"	36"	18"
	Sides	.50	.44	.50	.44	.50	.44	.50	.44	.50	.44
	Ends	.30	.44	.50	.44	.50	.44	.50	.44	.50	.44
SHIFTING BEAMS OR WEB PLATES	Number	5	5	5	5	5	5	5	5	one	one
	Section and Scantlings	15 1/2" x 32 1/4" 4 1/2" x 3" x 42	15 1/2" x 32 1/4" 4 1/2" x 3" x 42	as in No 1	as in No 1	as in No 1	as in No 1	as in No 1	as in No 1	11 1/2" x 32 1/4" 3 1/2" x 3" x 38	13" x 32 1/4" 3 1/2" x 3" x 38
	Material	Steel									
* FORE AND AFTERS.	Number	none		none		none		none		none	
	Section and Scantlings										
	Material										
HATCHES Thickness		2 1/2"	2 1/2"	2 1/2"		2 1/2"		2 1/2"		2 1/2"	
Remarks		3" on 2nd Deck.									

\* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

(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 Rules.

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.

Tenths. Ft. Tenths. No.

x x x

x x x

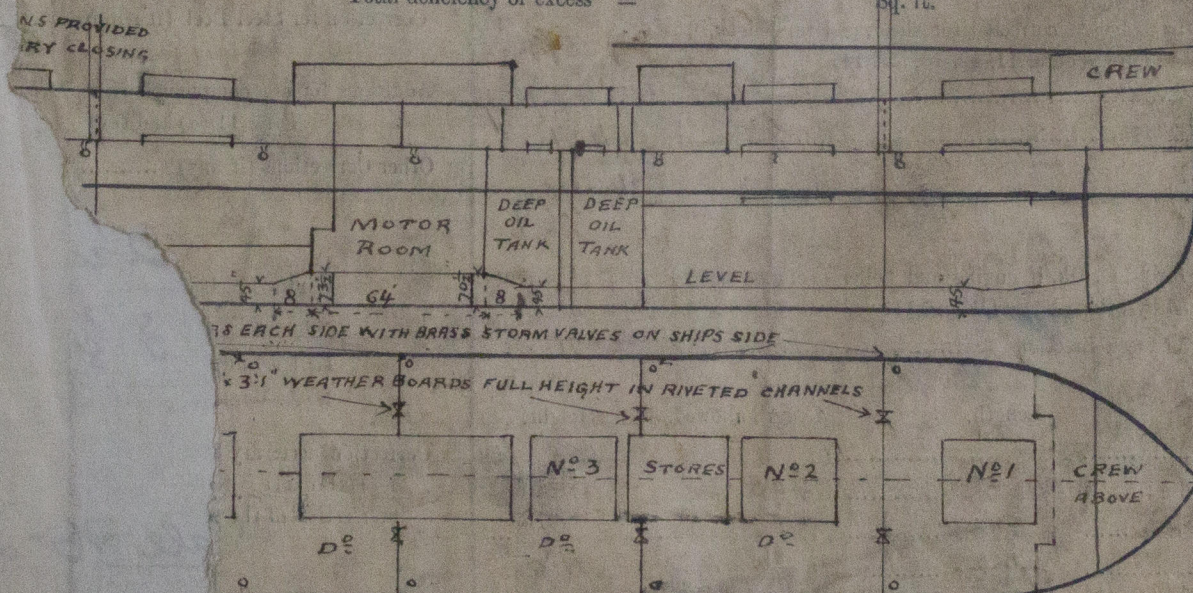
Freeing Ports  
(each side of vessel)

Sq. ft.

Total deficiency or excess =

Sq. ft.

ing form.



Peak Top with position of any Breaks in same: also height of Peak Tank tops, &c., &c.

4-08-25

The Vessel Verified copies of approved plans filed in London

Harland & Wolff Ltd No 882

Line Stanley Thompson Ltd (Mg)  
 received  
 11/11/25



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