

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having "POOP": "BRIDGE": "FORECASTLE"

Port of Survey LIVERPOOL

(Type of Superstructures.)

Date of Survey 1 JUNE & SUBSEQUENTLY

Ship's Name THEMISTOCLES

Nationality and Port of Registry BRITISH ABERDEEN

Official Number 129349

Gross Tonnage 11231

Date of Build 1911

Name of Surveyor J. C. Malcolm Esq.

Particulars of Classification 100: A1: AWMING. DK. WITH FREEBOARD

Moulded Dimensions: Length 499.6 Breadth 62.00 Depth 42'-8 1/2"

Moulded displacement at moulded draught = 85 per cent. of moulded depth

Efficient of fineness for use with Tables 764

| Depth for Freeboard (D) | Depth correction | Round of Beam correction |
|---|---|---|
| Moulded depth ... 42'-8 1/2" | (a) Where D is greater than Table depth (D - Table depth) R = | Moulded Breadth (B) 62.0 |
| Springer plate ... 0.04 | (42.83 - 33.31) 3 = + 28.56 | Standard Round of Beam = $\frac{B \times 12}{50}$ = 14.88 |
| Sheathing on exposed deck (3" x 3 1/2" see page 4) ... 0.08 | (b) Where D is less than Table depth (if allowed) (Table depth - D) R = | Ship's Round of Beam = 12" |
| $T \left(\frac{L-S}{L} \right) = 3.5 \times 28.69$ | If restricted by superstructures | Difference 2.88 |
| Depth for Freeboard (D) = 42.83 | | Restricted to |
| | | Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{2.88}{4} (1 - .6608) = + .24$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) | |
|-------------------------|-------------------------|--|-----------|-------------------|----------------------|---|
| Poop enclosed ... | 47 | 47.00 | 8'-4" | | 47.00 | Standard Height of Superstructure 7'-6" |
| " overhang ... | - | | | | | " " R.Q.D. |
| R.Q.D. enclosed ... | - | | | | | Deduction for complete superstructure 42.00 |
| " overhang ... | - | | | | | Percentage covered $\frac{S}{L} = 71.31\%$ |
| Bridge enclosed ... | 207.0 | 207.00 | 8'-6" | | 207.00 | " " $\frac{S_1}{L} = 66.08\%$ |
| " overhang aft ... | - | | | | | " " $\frac{E}{L} = 66.08\%$ |
| " overhang forward ... | 19.12 | 19.12 | | | 19.12 | Percentage from Table, Line A. |
| F'ole enclosed ... | 64 | 49.96 | 7'-8 1/2" | | 49.96 | (corrected for absence of forecastle (if required)) |
| " overhang ... | - | 7.02 | | | 7.02 | Percentage from Table, Line B. |
| Trunk aft ... | - | | | | | (corrected for absence of forecastle (if required)) |
| " forward ... | - | | | | | Interpolation for bridge less than 2L (if required) |
| Tonnage opening aft ... | - | | | | | Deduction = 42 x .5634 = 23.66 |
| " forward ... | - | | | | | |
| Total ... | 356.25 | 330.10 | | | 330.10 | |

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product | |
|---|-------------------|---|---|---------|-------------------|--------------------|---|---|---------|---|
| A.P. ... | 59.96 | 1 | | 59.96 | 54 | 54.00 | 1 | | 54.00 | Mean actual sheer aft = Deficient |
| 1/4 L from A.P. ... | 26.68 | 4 | | 106.72 | 11 | 7.50 | 4 | | 30.00 | Mean actual sheer forward = Deficient |
| 2/4 L " ... | 6.60 | 2 | | 13.20 | 1/2 (2.25 - 2.25) | 0 | 2 | | -4.50 | Mean standard sheer forward |
| Amidships ... | - | 4 | | - | 0 | - | 4 | | - | Length of enclosed superstructure forward of amidships = 2283 |
| 3/4 L from F.P. ... | 11.20 | 2 | | 22.40 | 11 | 14.00 | 2 | | 28.00 | " " aft of " = 2895 |
| 1/4 L " ... | 53.36 | 4 | | 213.44 | 42 1/2 | 43.75 | 4 | | 175.00 | |
| F.P. ... | 119.92 | 1 | | 119.92 | 96 | 96.00 | 1 | | 96.00 | |
| Total ... | | | | 539.64 | | | | | 378.50 | |
| Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{161.14}{18} (.75 - .3566) = + 3.52$ | | | | | | | | | | |
| If limited on account of midship superstructure. | | | | | | | | | | |
| If limited to maximum allowance of 1 1/2 ins. per 100 ft. | | | | | | | | | | |

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 42.92

Summer freeboard = 11.66

Moulded draught (d) = 31.26

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 7.815

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Tons per inch immersion at summer load water line

Deduction = $\frac{\Delta}{40 T}$ inches = 8.35

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient 764 + 68 = 1.444

1.36

1.36

Depth Correction ... 28.56

Deduction for superstructures ... 23.66

Sheer correction ... 3.52

Round of Beam correction ... 2.4

Correction for Thickness of Deck amidships ... 1.00

Other corrections, scantlings, etc. ... 21.84

102.18

108.50

55.16

23.66

31.50

Summer Freeboard = 140.00

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

| | |
|---|--|
| Tropical Fresh Water Line above Centre of Disc ... 8 1/4" | Tropical Fresh Water Freeboard ... 10'-11 3/4" |
| Fresh Water Line " " ... 8 1/4" | Fresh Water " " ... 10'-11 3/4" |
| Tropical Line " " ... 8 1/4" | Tropical " " ... 11'-8" |
| Winter Line below " " ... 8 1/4" | Winter " " ... 11'-8" |
| Winter North Atlantic Line " " ... 8 1/4" | Winter North Atlantic " " ... 11'-8" |

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

| HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS | | | | | | | | | |
|---|---|---------------------------|---|--|---|---|---|---|---|
| | | | FORWARD WELL | BRIDGE DECK | AFTER WELL | POOP | | | |
| Description of Hatchway | | | Nº 1 | Nº 2 | Nº 3 | Nº 4 | Nº 5 | Nº 6 | Nº 7 |
| Dimensions of Hatchway | | | 15'-9" x 16'-6" | 20'-3" x 18'-0" | 18'-0" x 18'-0" | 13'-6" x 18'-0" | 11'-3" x 16'-6" | 15'-6" x 16'-6" | 15'-9" x 16'-6" |
| COAMINGS | { | Height above Deck ... | 30" | | | AS: Nº 1 | | | |
| | | Thickness { Sides ... | 40 | 44 | 44 | 40 | 40 | 40 | 40 |
| | | | Ends ... | 36 | 40 | 40 | 36 | 36 | 36 |
| | | Stiffeners ... | | | | | | | |
| | | Brackets, Stays ... | NONE | | | AS: Nº 2 | | | |
| HATCH BEAMS | { | Number | 3 | 4 | 3 | 3 | 3 | 3 | 3 |
| | | Spacing | 3'-11" | 4'-0" | 4'-6" | 3'-4" | 2'-10"-3'-0" | 3'-4" | 3'-11" |
| | | Scantling and Sketch ... | ONE WEB. 2. 2 H. BEAMS: 2x3x5 2x11 | TWO WEBS. 2 H. BEAMS: WEBS: 2x46 H. BEAMS: 15x5 | ONE WEB. 2 H. BEAMS: 2x46 H. BEAMS: 12x5 | ONE WEB. 2 H. BEAMS: WEBS: 2x46 H. BEAMS: 12x5 | ONE WEB. 2 H. BEAMS: WEBS: 2x46 H. BEAMS: 12x5 | ONE WEB. 2 H. BEAMS: WEBS: 2x46 H. BEAMS: 12x5 | ONE WEB. 2 H. BEAMS: WEBS: 2x46 H. BEAMS: 12x5 |
| | | | 24" 11L H. BEAMS: 12x5x30 | 24" 11L H. BEAMS: 12x5x30 | 24" 11L H. BEAMS: 12x5x30 | 24" 11L H. BEAMS: 12x5x30 | 24" 11L H. BEAMS: 12x5x30 | 24" 11L H. BEAMS: 12x5x30 | 24" 11L H. BEAMS: 12x5x30 |
| | | Bearing Surface ... | 3" | 3" | 3" | 3" | 3" | 3" | 3" |
| FORE AND AFTERS | { | Number | NONE | | | | | | |
| | | Spacing | | | | | | | |
| | | Unsupported Lengths ... | | | | | | | |
| | | Scantling* and Sketch ... | | | | | | | |
| | | Bearing Surface ... | | | | | | | |
| HATCH COVERS | { | Material | W.W. | | | AS: Nº 1 | | | |
| | | Thickness | 3" | | | | | | |
| | | How fitted | F.B.A. | | | | | | |
| | | Bearing Surface ... | 3" | | | | | | |
| Spacing of Cleats | | | 20" | | | AS: Nº 1 | | | |
| Number of Tarpaulins | | | 3 | | | | | | |

*Are wood fore and afters steel shod at all bearing surfaces? NONE.

Are battens and wedges efficient and in good condition? YES.

Are tarpaulins in good condition and in accordance with rule requirements? YES.

Are lashings provided in accordance with rule requirements? YES.

Particulars of fiddle, funnel and ventilator coamings :- FIDDLE, FUNNEL & VENT. COAMINGS ARE IN EFFICIENT CONDITION & COMPLY WITH RULE REQUIREMENTS.

BUNKER HATCH ON BOAT DECK :- 5'-3" x 17'-10" x 3'-8" COAMING: 2 1/2" REST BARS: WOOD COVERS: 3" FITTED: FBA: CLEATS SPACED: 20" APART. AND EFFICIENT BATTENING ARRANGEMENTS.

2: TARPAILINS ✓

NONE ✓

Particulars of Flush Bunker Scuttles :—

| Particulars of Flush Bunker Scutles:— | | Particulars of Flush Bunker Scutles:— | |
|---|---|---------------------------------------|---|
| UNDER: FCLE: H ² TO CREWS: | 1 PORT WOOD: DOOR: 5'-5" x 2'-0" x 14" | SILL | STRONGLY CONSTRUCTED. LOCK EFFICIENT AND CAPABLE OF BEING OPERATED FROM BOTH SIDES. |
| " " " " " N ² 1 HOLD: | 1 STARS: " " " 5'-2" x 2'-0" x 14" | " " " " | " " " " |
| FWD ISLAND HOUSE: TO N ² 2 HOLD: | 1 STEEL W ² : " " 4'-0" x 1'-10" x 19" | " " " " | TURNBUCKLES: " " " " |
| " " " " " AFT END TO REFRIG. BR: | 1 CR: " " 4'-0" x 1'-10" x 20" | " " " " | " " " " |
| 1 ST CLASS: ENTRANCES ON BRIDGE DEK: | 1 DOUBLE: " DOOR: 4'-11" x 4'-2" x 18" | " " " " | LOCK EFFICIENT. " " " " |
| " " " " " AFT: | 1 PIS: DOUBLE WOOD DOOR: 6'-0" x 4'-0" x 10" | " " " " | " " " " |
| COMPANIONWAY: AFT END OF BRIDGE: | 1 PIS: SINGLE: " " 6'-6" x 2'-4" x 3" | " " " " | " " " " |
| TO N ² 3 HATCH: IN WORKING ALLEYWAY: | 2 PORT WOOD: DOORS: 5'-8" x 2'-2" x 13" | " " " " | LOCKS. " " " " |
| TO SALOON ENTRANCE FROM WORKING ALLEYWAY: | 1 STARS: STEEL DOOR: 5'-0" x 3'-9" x 16" | " " " " | " " " " EFFICIENT. " " " " |
| Particulars of Companionways | 1 STARS: WOOD: " " 5'-7" x 2'-0" x 14" | " " " " | " " " " TURNBUCKLES " " " " |
| TO N ² 4 HATCH: IN WORKING ALLEYWAY: | 1 STARS: STEEL: " " 4'-8" x 2'-6" x 16" | " " " " | " " " " LOCK " " " " |
| TO GALLEY: MAIN DECK FROM WORKING ALLEYWAY: | 1: " WOOD " " 5'-8" x 2'-2" x 12" | " " " " | " " " " EFFICIENT. " " " " |
| AFT ISLAND HOUSE: AFT END: | 2 P: 2 S: WOOD: " " 5'-8" x 2'-3" x 12" | " " " " | " " " " " " " " |

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

| Particulars of Ventilators in exposed positions on freeboard and superstructure decks :— | | | | | |
|--|--|---|---|--|---|
| FCE HEAD | 1 Port. 24" x 3'-6" COAM x 1/2 THICK TO N ^o 1 HOLD. | BRIDGE | 1: STARS. 24" DIAM x 2'-0" COAM x 3/8" TO N ^o 3 HOLD. | POOP. TOP: | 1 P: 15: 20" DIAM x 3'-0" COAM x 3/8" THICK TO N ^o 6 TWEEN DK. |
| | 3 P: 25: 9" x 2'-0" " x 3/8" " ACCOM. MAIN DK. | DECK: | " 18" " x 3'-0" " x 3/8" " N ^o 3. | | 2 P: 25: 14" " x 2'-0" " x 3/8" " TWEEN DKs. |
| | 1 CR: 15" x 3'-0" " x 3/8" " STORES. | | 1: CENTRE 18" " ON HINGES: STEEL LID: 1/3 COAM ON | | 1 P: 15: 18" " x 3'-0" " x 3/8" " N ^o 7 HOLD. |
| | 1 CR: 15" x 2'-0" " x 3/8" " FORE-PEAK. | | 21" STEEL COAMING | | 1 P: 15: 14" " x 3'-0" " x 3/8" " TWEEN DIS. |
| FWD. MIDLL DK. | 5 Stg. 24" x 3'-0" " x 3/8" " N ^o 1 HOLD. | AFT MIDLL DECK | 1 P: 15: 20" DIAM x 2'-0" COAM. 3/8" TO N ^o 5 TWEEN DEK. | WOOD PLUGS & CANVAS COVERS ARE ON BOARD FOR ALL VENTILATORS AS REQUIRED. ✓ | 1 P: 15: 12" " x 3'-0" " x 3/8" " LOWER TWEEN. |
| | 1 Port. 24" x 3'-0" " x 3/8" " N ^o 2. | | 1 P: 15: 14" " x 3'-0" " 3/8" STEWARDS MAIN DK. | | |
| | 1 P: 15: 12" x 2'-0" " x 3/8" " TWEEN D. | | 1 P: 15: 10" " x 3'-0" " 3/8" N ^o 6 HOLD. | | |
| | 1 Stg. 24" x 11'-3" " x 3/8" " 2 HOLD. ✗ | | 1 P: 15: 14" " x 10'-1" " 3/8" N ^o 6 TWEEN (STAYED) ✓ | | |
| BRIDGE DK: | 1 P: 15: 12" x 9'-3" " x 3/8" " 2 TWEEN. ✗ | 2 P: 25: 7 1/2" x 3/4" x 2'-9" " 3/8" LAV. MAIN DK. ✓ | | | |
| | 4 P: 45: 8" x 4" SWANNECKS 29" TO LIP. x 3/8 THICK. | ✗ effectively supported. | | | |
| | LED TO BUNKERS. | | | | |
| | 1 P: 15: 10" x 2'-8" COAM 3/8 THICK TO RESERVE BUNKER. | | | | |

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

| FCLE HEAD: @ 1/2" DIAM X 3'-5" TO LIP. LED TO: FORE PEAK. | BRIDGE DE 7A 75TARR: @ 1/2" DIAM X 3'-4" TO LIP. LED TO: NOS 4:5:6:7:8: D:B TANK RESPECTIVELY: |
|---|--|
| " " 1P:15 @ 1/2" " X 3'-5" " " " " NO 2 D:B: ✓ | AFT WELL 1P:1 " @ 1/2" " X 4'-8" " " " " NO 8 D:B: ✓ |
| FWD WEL: 1P:15 @ 1/2" " X 4'-0" " " " " NO 1 D:B: ✓ | " " 1P:1 " @ 1/2" " X 4'-8" " " " " NO 9 D:B: ✓ |
| " " 1P:15 @ 1/2" " X 4'-0" " " " " NO 2 D:B: ✓ | POOP: D'S 1P:15TARR: @ 1/2" " X 9" " " " " NO 9 D:B: ✓ |
| " " 1P:15 @ 1/2" " X 7'-9 1/2" " " " " NO 2 D:B: ✓ | " " 1P: CENTRE. @ 1/2" " X 3'-10" " " " " AFTER PEAK: ✓ |
| " " 1P:15 @ 1/2" " X 7'-9 1/2" " " " " NO 3 D:B: ✓ | |
| BRIDGE DE: 1P:15 @ 1/2" " X 3'-4" " " " " NO 3 D:B: ✓ | |

CANYAS. COVERS. ARE. ON BOARD FOR ALL AIR. PIPES AS. REQUIRED: ✓

Particulars of Gangway Cargo and Coaling Ports :—

STEEL: 8; COALING: PORTS: PORT STAB: 2' 2" x 1' 9" BOLL: 1' 2" FITTED WITH: STRONG HINGES AND SCREWED STRONG BACK RUBBER JOINTING AND WATERTIGHT: BETWEEN: ANNING & MAIN DECK.
 " 16: MEAT: " 8: 2' 0" x 2' 2" " 2' 3" " " " " 2 " " 3 " " " " " " " 8 " " 8: MAIN & LOWER DECK.
 1 PORT: 1 STAB WORKING DOORS: 5' 8" x 3' 8" " 1' 5" IN. HALVES: STRONG: HINGES: 2: STRONG BACKS. W.T. RUBBER JOINTING: BETWEEN: (THIS DOOR SHOULD BE OPENED)
 " 1 STAB. DOOR: MIDSHIPS: 5' 8" x 3' 6" " 16" FITTED WITH: 2: STRONG BACKS WITH WASH PORT IN BOTTOM OF DOOR: 10" x 10" WITH 1 TURNBUCKLE FOR FASTENING. BOLL: 10" (SEE SKETCH).

Particulars of Scuppers and Sanitary Discharge Pipes :-

SCUPPERS COMMENCING ABOVE FREEBOARD DECK AND PASSING THROUGH SAME ARE FITTED WITH GUNMETAL NON-RETURN VALVES.
SCUPPERS COMMENCING BELOW FREEBOARD DECK ARE FITTED WITH GUNMETAL NON-RETURN VALVES AND ARCH VALVES AT POINT OF ORIGIN.
SANITARY DISCHARGE PIPES:- DITTO.

Particulars of Side Scuttles :-

LOWER DECK :- DISCS & DEADLIGHTS.
MAIN :- PERMANENTLY HINGED DEADLIGHTS.
FREEBOARD :- PORTABLE HINGED DEADLIGHTS.

Particulars of Guard Rails :-

FORECASTLE HEAD RAILS: 3'-9" HIGH: 3 RODS: STANCHIONS: SPACED: 5'-0" APART.
BRIDGE DECK: " 3'-9" " 3 "WOOD RAIL " 4'-6" "
POOP: " 3'-6" " 6 " " 4'-8" "

Particulars of Gangways, Lifelines, etc. :-

LIFE LINES IN FORE AND AFTER WELL. STATED TO BE ON BOARD.
TO BE RIGGED FOR INSPECTION.

Particulars of Freeing Arrangements.

| | Length of Bulwark | Height of Bulwark | Size of Freeing Ports | Number each side | Area each side | Rule area each side |
|--------------|----------------------|-------------------|---|------------------|----------------|---------------------|
| After Well | 87'-3 1/2" | 5'-2" | 2 @ 3'-2" x 14" 1 @ 3'-0" x 12" 2 @ 3'-0" x 15" | 53 | 17 1/2 10.5 f | 1741 8/16 |
| Forward Well | 56'-3 3/4" 57'-0" | 4'-6" | 2 @ 22" x 12" 1 @ 17" x 13 1/2" 2 @ 3'-0" x 13 1/2" | 53 | 12 1/2 8 f | 12175 8/16 |

Relative position of each freeing port ... After Well: POOP FRONT 31'-0" BRIDGE END 8'-0" POLE FRONT 3'-0"
F and A. position and height above deck edge) Forward Well: REAR DOOR HOUSE FRONT 24'-0"
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: HINGED SHUTTERS: ✓
Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

| | Coaming | Plating | Stiffeners | Spacing | End Attachments of Stiffeners | Size of Openings | Height of Sills | Height of Casings |
|---|---------|---------|--------------------------|-------------------|-------------------------------|---|-------------------------|-------------------|
| Poop Bulkhead | 3/8" | 1/4" | 6 x 3 x 3/8 B.A. | 2'-11" | NONE | 1P: 16: 5'-9" x 4'-6" | 13" | 8'-4" |
| Raised Quarter Deck Bulkhead | - | - | - | - | - | - | - | - |
| Ridge, After Bulkhead | 5/16" | 1/4" | 3 x 3 x 3/8 O.A. | 3'-0" | NONE | Port: 5'-8" x 2'-7" Stiff: 8'-6" x 5'-0" | 12" NONE | 8'-6" |
| Ridge, Forward Bulkhead | 5/16" | 5/16" | < not available > | 2'-8" | < not available > | 1 @ 5'-3" x 3'-0" 1 @ 4'-11" x 3'-9" W.T. | 17" 16" TO 17" MATCH | 8'-6" |
| Forecastle Bulkhead | 5/16" | 5/16" | 3 1/2 x 2 1/2 x 1/4 O.A. | 3'-0" | NONE | < SEE UNDER COMPANIONWAYS > | - | 7'-8 1/2" |
| Trunk, Aft | - | - | - | - | - | - | - | - |
| Trunk, Forward | - | - | - | - | - | - | - | - |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks | 1/2" | 1/4" | < not available > | 2'-9" | < not available > | 1 @ 5'-0" x 4'-0" Wood 2 @ 5'-3" x 2'-0" steel in halves | 16" 16" | 8'-6" |
| Exposed Machinery Casings on Superstructure Decks | 1/4" | 1/4" | < not available > | < not available > | < not available > | NONE | NONE | 9'-0" |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | - | - | - | - | - | - | - | - |
| Deckhouses on Flush Deck Ships | - | - | - | - | - | - | - | - |

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

| | |
|---|---|
| Poop Bulkhead | WOOD: DOORS: STRONGLY CONSTRUCTED. LOCKS EFFICIENT AND CAPABLE OF BEING OPERATED FROM BOTH SIDES: ✓ |
| Raised Quarter Deck Bulkhead | - |
| Ridge, After Bulkhead | STARBOARD: NO DOOR OR CLOSING ARRANGEMENT. Hinged wood doors efficiently constructed & operated from both sides. PORT: WOOD DOOR: STRONGLY CONSTRUCTED LOCK EFFICIENT AND CAPABLE OF BEING OPERATED FROM BOTH SIDES: ✓ |
| Ridge, Forward Bulkhead | STEEL DOORS IN HALVES. LOCKS INEFFICIENT: NOT CAPABLE OF BEING OPERATED FROM BOTH SIDES: ✓ |
| Forecastle Bulkhead | OPEN: FORECASTLE FRONT: FOR OPENINGS. SEE UNDER COMPANIONWAYS: ✓ |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks | WOOD: DOUBLE DOORS TO E.R. STEEL DOORS TO B.R. STRONGLY CONSTRUCTED & EFFICIENT: LOCKS REQUIRE OVERHAULING: ✓ |
| Exposed Machinery Casings on Superstructure Decks | NONE: ✓ |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | - |
| Deckhouses on Flush Deck Ships | - |

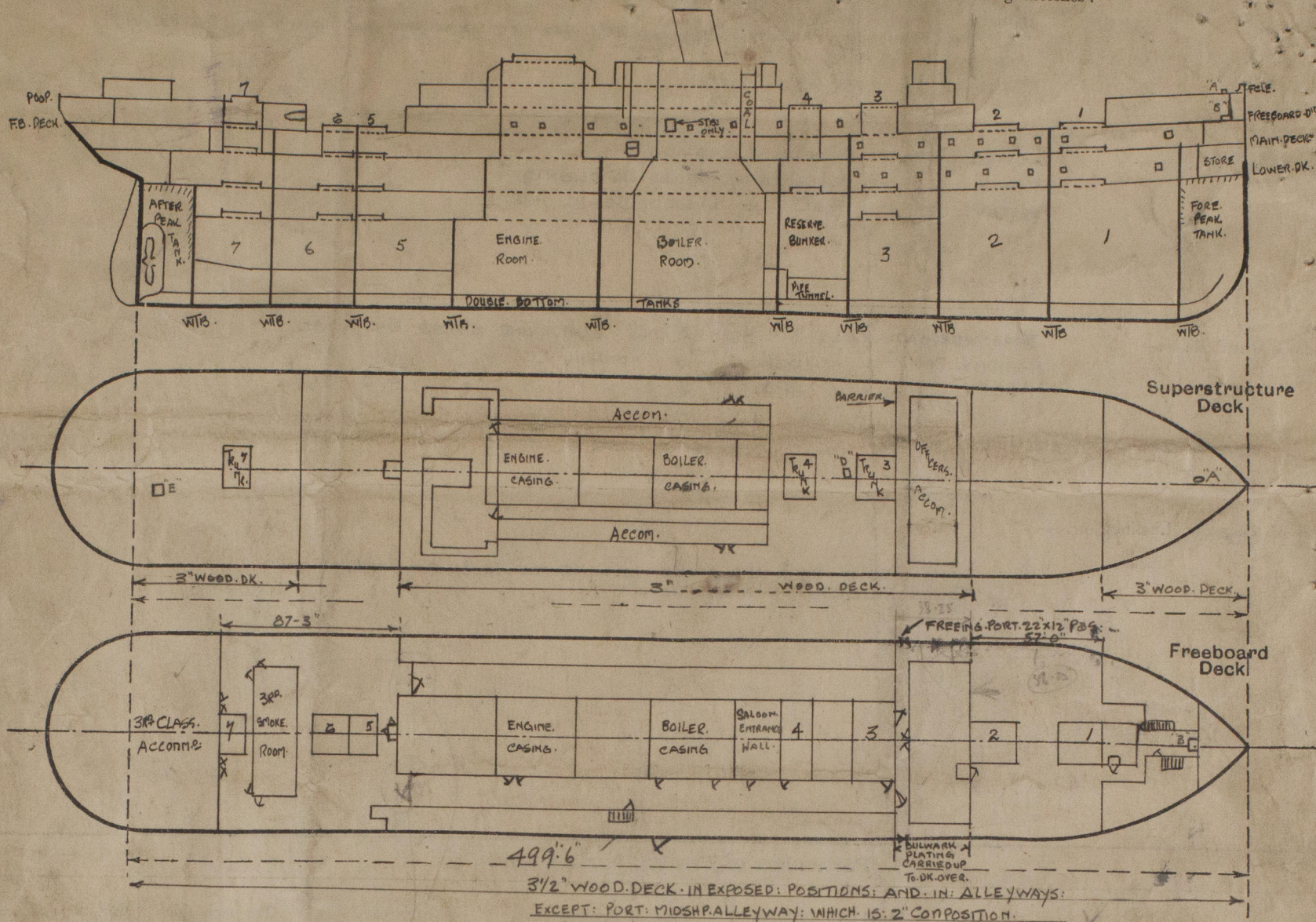


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Demostheles

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



State any special features in the construction of the ship:— SPALL: HATCHES: ETC:

- A SCUTTER ON FELE HEAD: 20" x 15" COAMING: 11 1/2" WITH STEEL FLANGED COVER: FITTED WITH STRONG BACK ON UNDERSIDE: VIT.
- B 1 @ 2'-10" x 4'-0" Coaming 12" high: Wood casing: 3" thick 2 1/2" Rnt Bar: Tarpanlin and efficient locking bar: To COSUMS. STORE. ✓
- D 1 @ 2'-5 1/2" x 1'-7 1/2" " 30" " with steel flap hinged corn and hasp and lock: ON: BRIDGE. DK: FORWARD. END: ✓
- E 1 @ STEEL DOOR: 4'-10" x 16" x 18" GILL: IN: STRONGLY CONSTRUCTED STEEL COMPARTMENT: DOOR EFFICIENT: FITTED WITH TURNBUCKLES & OPERATED FROM BOTH SIDES: ✓

"VESSEL: AFLOAT: SURVEY: FOR FREEBOARD: ASSIGNMENT ONLY:

(VESSEL WILL BE DRYDOCKED FOR CONDITION SURVEY BEFORE LEAVING LIVERPOOL)

Builder's name and yard number: HARLAND & WOLFF LTD: YARD: 1st 412:

Names of sister ships: "DEMOSTHELES" (NOW BEING BROKEN UP)

Owners: G. Thompson & Co. LTD: Shaw Savill & Albion

Fee £ 17 : - : - Received by me



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