

No 10881
29570
SAT. DEC. 1920
29570

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPAR~~ *Partial* AWNING DECKS.

Port of Survey MIDDLESBRO
Date of Survey Dec 3rd 1920
Name of Surveyor W.A. Brydon.

KULDIGA Rega

Ship's Name <i>Pentefi ex Nils Hemsoth</i>	Port of Registry and Nationality <i>London</i>	Official Number <i>143364</i>	Gross Tonnage <i>1978</i>	Date of Build <i>1908</i>	Particulars of Classification <i>100 A-1. ^{Part. Awning deck with freeboard.} contemplated.</i>
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Registered dimensions from Ship's Register.	LENGTH. <i>271.2</i>	BREADTH. <i>39.6 ex. 39.4 mid.</i>	DEPTH. <i>15.7</i>	UNDER DECK Tonnage. <i>1360.68</i>
Length on LOADLINE	<i>270.5</i>	Frame Depth <i>7</i>	Ceiling <i>20</i>	Peak Tanks } <i>Inc!</i>
CORRECTED DIMENSIONS.	<i>270.5</i>	<i>39.75</i>	<i>16.34</i>	<i>1360.68</i>

Moulded Depth as measured	<i>18.0 1/2</i>	Upper Main Deck.	<i>18.0 1/2</i>
" " "	<i>25.0 1/2</i>	Awning Deck.	<i>18.10 1/2</i>

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

Co-efficient of fineness ~~.784~~ *.79* (792)
 Any modification necessary [Para. 4 (a) to (e)*] - *.02 b.d.B.*
 Co-efficient as corrected ~~.764~~ *.77* say ~~.76~~

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	<i>270.5</i>
Length in Table.....	<i>216.5</i>
Difference.....	<i>54.0</i>
Correction for 10ft.....	<i>1.51</i>
x Difference ÷ 10 =	<i>5.94 2.75</i>
	<i>+ 2 3/4</i>

Allowance for strength in excess of Lloyd's rules = *- 3/4*
P.A. Tabl. 19700

State particulars—
Break = 30.89 ft. abaft R.
= 1.14 lengths.
Allowance = 3 + 3 x 1.14 = 3.21
R.Q.D. 3-11/4 high + .02
- 3.19
- 3/4

Height of 'Tween Decks.....	<i>7.0</i>
(From top of beam to top of beam at side)	
Correction for Height of 'Tween Decks in Spar-decked Ships.....	
Freeboard Table B C.....	<i>0 - 11 3/4</i>
Correction for Length.....	<i>+ 2 3/4</i>
Correction for Height of 'Tween Decks in Spar-decked Ships.....	<i>1 - 2 1/2</i>
Correction for Strength in excess of Lloyd's rules.....	<i>7 - 0</i>
Correction for Iron Deck if required.....	<i>8 - 2 1/2</i>
Other Corrections (if any).....	<i>- 3/4</i>
	<i>7 - 11 1/4</i>
	<i>- 3 1/2</i>
	<i>7 - 7 3/4</i>

29.75 ÷ .55 = 54.1
37.05
36 | 17.05
.47

Sheer at Stem.....	<i>82</i>	at length from Stem.....	<i>48</i>	} <i>29.75</i> } <i>mean</i>
Sternpost... ..	<i>30.5</i>	" " Sternpost... ..	<i>11.5</i>	
Drop in Sheer abaft amidships.....	<i>Nil</i>			
Round of ^{Upper} Spar-deck Beam.....	<i>10"</i>			
" " Main-deck				

Winter Freeboard.....	<i>7 - 7 3/4</i>
Summer Freeboard.....	<i>7 - 5 1/4</i>
Indian Summer Freeboard.....	<i>7 - 2 3/4</i>
N. A. Winter Freeboard.....	<i>7 - 9 3/4</i>

Forecastle.....	Length × Height.	State if open or closed at ends.
Bridge.....	<i>166.14 × 7.0</i>	<i>closed</i>
R. Q. D. A.....	<i>81.25 × 3.94</i>	
Poop.....	<i>23.70 × 7.0</i>	<i>closed</i> <i>Don doors hinges</i>

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at inter-section of the ~~wood~~ iron deck with side *13 1/4*

Winter Freeboard from Deck Line.....	<i>7 - 9 1/2</i>
Summer " " ".....	<i>7 - 7</i>
Indian Summer " " ".....	<i>7 - 4 1/2</i>
N.A. Winter " " ".....	<i>7 - 11 1/2</i>

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Iron) Deck:—

Fresh Water Line above centre of Disc.....	<i>7.12.20</i>
Indian Summer Line " " ".....	<i>2 1/2</i>
Winter Line below " " ".....	<i>2 1/2</i>
Winter North Atlantic Line " " ".....	<i>4 1/2</i>

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? Partial Awning deck? Yes

Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle? Yes

To what height do the Reverse Frames extend? *Upper D^h and R. Q. D^h (channel frames 1/2 L amidships)*

Has the Poop an efficient Iron Bulkhead at the fore end? *yes*

Give particulars of the means for closing the openings in Bulkhead *Iron Doors & hinges.*

Is the Poop connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?

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? *No openings.*

Is the Forecastle at least as high as the main or top-gallant rail? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?

Are the Engine and Boiler openings covered by a Bridge, Poop, 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?

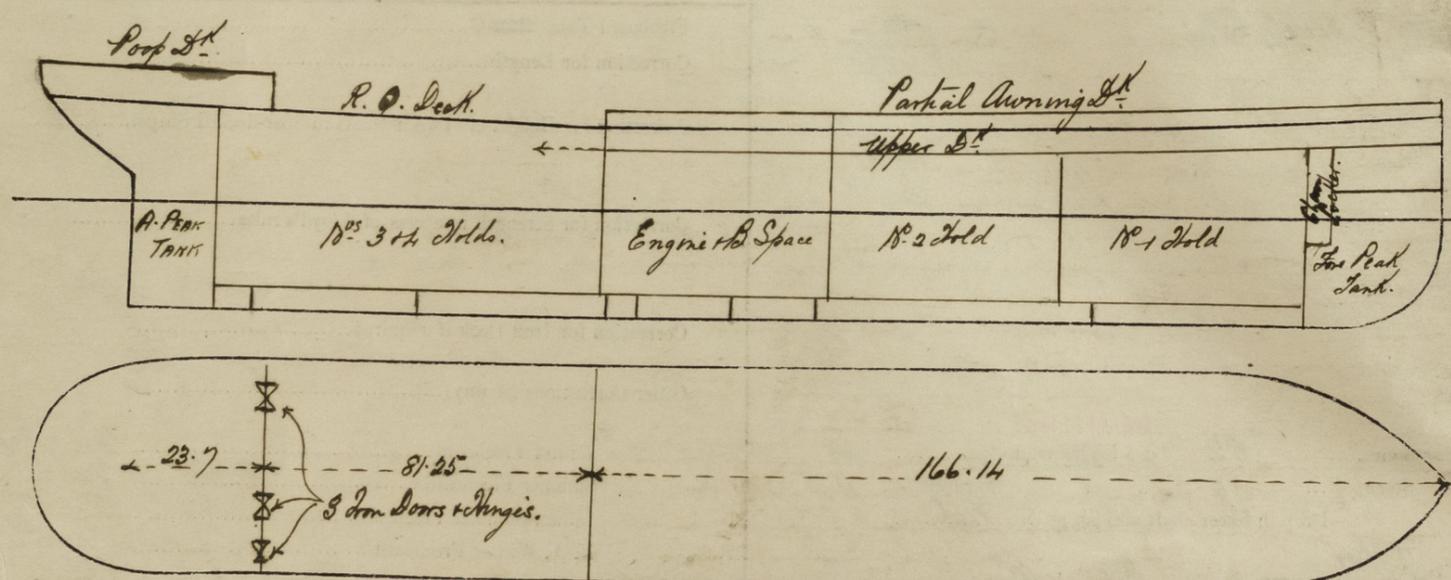
Give thickness of plating; scantlings and spacing of Stiffeners

What is the height of the exposed Casings? *7' 0"* 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 - as approved.*

Position and Size.	No 1 - 25' 0" x 14' 0"		No 2 - 25' 0" x 14' 0"		No 3 - 25' 0" x 14' 0"		No 4 - 25' 0" x 14' 0"		Ship.	Rule.
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.		
COAMING.	Height above top of DECK	30"	30"	30"	30"	30"	30"	30"		
	Thickness	Sides	.44	.44	.44	.44	.44	.44		
		Ends	.35	.35	.35	.35	.35	.35		
SHIFTING BEAMS OR WEB PLATES.	Number	2	2	2	2	2	2			
	Section and Scantlings	<i>29 x 35 double top angles 3 x 3 x 30 29 x 35 double solid head 2 1/2 x 1 1/4</i>								
	Material	<i>All wood 8' x 6"</i>								
* FORE AND AFTERS.	Number	3	3	3	3	3	3			
	Section and Scantlings	<i>All wood 8' x 6"</i>								
	Material	<i>All wood 8' x 6"</i>								
HATCHES Thickness	3"		3"		3"		3"			
Remarks	<i>W Pine</i>		<i>W Pine</i>		<i>W Pine</i>		<i>W Pine</i>			

* 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.)



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 approved plans of Midship Section & Profile are enclosed & Enclosed Request Form 8-9 is also attached.*

Owners *Messrs Pentwyn Ltd. Co. Ltd.*
 Address *Bath House & Mount Street Sq, Cardiff.*
 Fee £ : : Received by me

