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LL. 4.C.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, ~~TANKER~~, SAILER: "SVEND Pii" S.S. 10
3398
Nationality DANISH WITH
WITHOUT TIMBER DECK CARGO
Port of Registry COPENHAGEN Builders' Name and No. of Ship
Aktieselskabet Aalborg Skibsværft, Aalborg.
Official Number — N° 20
Gross Tonnage 1809 Owners A/S. DAMPSKIBSELSKABET "VENDILA"
Date of Build 8/23 Port and Date of Survey
Name of Surveyor
Particulars of Classification B.S.* Names of Sister Ships
"LARS KRUSE"

Type of Superstructures
POOP, BRIDGE AND FORECASTLE

Give full particulars of the following:—

Fiddley and Funnel Coamings (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

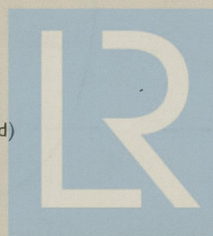
Ventilators in exposed positions on freeboard, raised quarter and superstructure decks (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

Guard Rails on freeboard and superstructure decks (state type and where fitted)

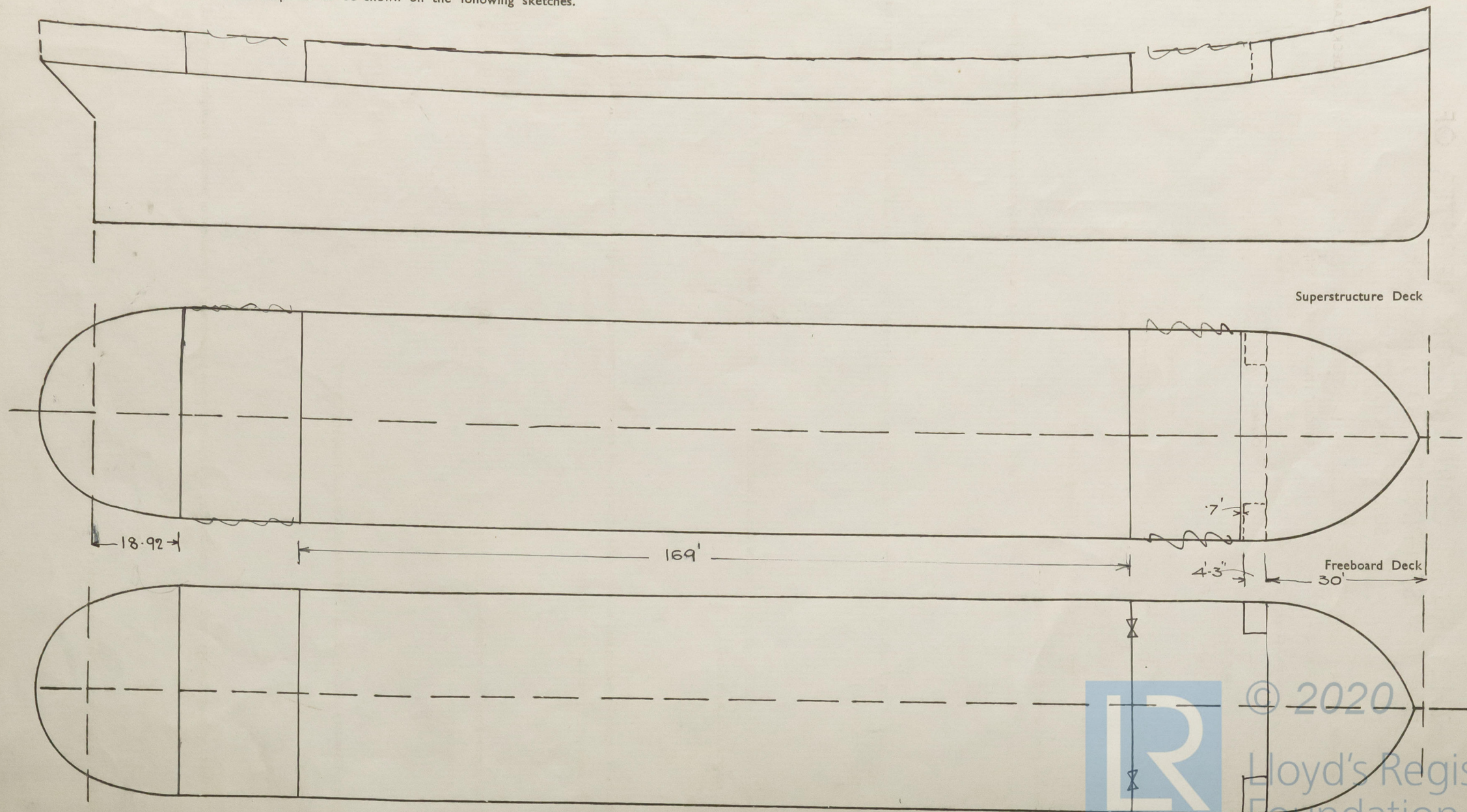


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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatches, extent and thickness of deck sheathing, gangway, cargo, and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn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



Statement of special features in the construction of the ship



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COMPUTATION OF FREEBOARD.

Length on summer load line 276'-8" Moulded Breadth 42'-0" Moulded Depth 20'-5" Depth of Keel 140

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 4315 Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = \frac{4315 \times 35}{276.67 \times 42 \times 20.42 \times .85} = .75$

Displacement and tons per inch immersion in salt water at summer load line 276.67

Moulded depth 20.42' Deduction for Fresh Water $\frac{\Delta}{40T} = ?$ say 4½ inches

Stringer Plate .04 Round of Beam Correction

Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ - Ships Round of Beam 10.5 inches

Rise of floor (in sailers) - Standard Round of Beam $\frac{B \times 12}{50} = \frac{42 \times 12}{50} = 10.08$

Depth for Freeboard (D) 20.46 Difference .42

Table Depth 18.44 Restricted to

Depth Correction $2.02 \times \frac{276.67}{130} = 4.3$ Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{S}{L}\right) = \frac{.42}{4} \times \left(1 - \frac{.021}{20.42}\right) = .021$

If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	18.92'	-	7.25'	18.92'	-	18.92'
Raised Quarter Deck	-	F				
Bridge	169.0'	A	7'	169.0'	-	169.0'
Forecastle	30.9'	4.2'	7.5'	33.0'	-	33.0'
Trunk Aft						
„ Forward						
Tonnage Opening Aft						
„ „ Forward						
Totals				220.92		220.92

Standard Height of Superstructure 6.27'

„ „ R.Q.D. -

Percentage covered S/L = 79.8

„ „ E/L = 79.8

„ from Table line A, B, (corrected for absence of forecastle if required) 75.07%

Percentage from Table by interpolation for Bridge less than .2L if required = -

Deduction = 75.07% of 33.67 = 25.28"

Percentage from Table for Tankers (or Timber ships) = -

Deduction = -

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	39.75				
1/8 L (corrected)	39.1				
1/8 L from A.P.					
Mean aft					
1/8 L from A.P.	39.42	37.67	1.75		
Amidships					
1/8 L from F.P.					
1/8 L (corrected)	74.6				
F.P.	76.5				
MEAN FOR.	75.5	75.33	.22		
Effective Mean Sheer			1.97		
Standard „ „		.05L + 5			
Difference					328

Mean Actual sheer aft =

„ Standard „ „

Mean Actual sheer forward =

„ Standard „ „

Length of enclosed superstructure forward of amidships = $\frac{78}{276.67} = .282$

Length of enclosed superstructure aft of amidships = $\frac{91}{276.67} = .329$

Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) = .328 \times .351 = .11$

If limited on account of midship superstructure = -

„ to maximum allowance of 1½ ins. per 100 ft. = -

TABULAR FREEBOARD corrected for flush deck if required = 37.97

Correction for co-efficient = $37.97 \times \frac{1.43}{1.36} = 39.92$

	+	-
Depth correction	4.3	-
Deduction for superstructures	-	25.28
Sheer correction	-	.11
Round of Beam correction	-	.02
Correction for thickness of deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	4.3	25.41
		21.11

Summer Freeboard in inches = 18.81

Additional allowance for superstructures on

Timber carrying ships = -

Summer Timber Freeboard in inches = -

DRAUGHTS AND SEASONAL CORRECTIONS

	Sailer, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet	20.5½"	
Summer Freeboard in feet	1.6½"	
Moulded Draught (d)	18-10⅝"	(d1.)
Addition for Keel		
Extreme draught		
Deduction for Tropical and addition for Winter freeboard d/4 = 4.72 ins.		
Addition for Winter North Atlantic (if required) = 6.72 ins.		
Deduction for Tropical Timber Freeboard d/4 = - ins.		
Addition for Winter „ „ d/4 = - ins.		
„ „ N.A. Timber Freeboard (if required) = - ins.		

1906 4123

see letter dated 7.5.32

1-10° SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood..... $\frac{1}{2}$ ".....steel)			1-7"	17.91
— TROPICAL FRESH WATER LINE above centre of disc	9 $\frac{1}{2}$ INCHES	Corresponding Freeboard	9 $\frac{1}{2}$ "	
1-5 $\frac{1}{2}$ FRESH WATER LINE	4 $\frac{1}{2}$ "	" "	1-2 $\frac{1}{2}$ "	
1-7 TROPICAL LINE	5 "	" "	1-2"	13.19
2-1 WINTER LINE below " "	4 $\frac{1}{2}$ "	" "	1-11 $\frac{1}{2}$ "	22.64
2-3 WINTER NORTH ATLANTIC LINE " "	6 $\frac{1}{2}$ "	" "	2-1 $\frac{1}{2}$ "	24.65

SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line

TROPICAL FRESH WATER Timber line above centre of disc	Corresponding Freeboard	—
FRESH WATER " " " " "	" " "	—
TROPICAL " " " " "	" " "	— 9.34
WINTER " " below " " "	" " "	— 21.96
WINTER NORTH ATLANTIC " " " " "	" " "	— 24.65

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	4	.36	6 x 3 x .38	30"				—
R.Q.D. "	—	—	—	—				—
Bridge Aft Bulkhead	—	.3	4 $\frac{1}{2}$ x 3 x .36	30"				—
" Forward "	4	.36	7 x 3 x .56 B.A.	30"	BRACKETS	2	?	—
Forecastle Bulkhead	—	.3	4 $\frac{1}{2}$ x 3 x .36	30"				—
Trunk, Aft	—	—	—	—				—
" Forward	—	—	—	—				—
Exposed Machinery Casings on } Freeboard or R.Q. Decks	—	—	—	—				—
Exposed Machinery Casings on } superstructure decks	.36	.26	3 x 2 $\frac{1}{2}$ x .3	30"			12" 2 Should be 15"	—
Machinery Casings within Super- structures not fitted with Cl. 1. } closing appliances	—	—	—	—				—
Deckhouses on flush deck ships	—	—	—	—				—

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

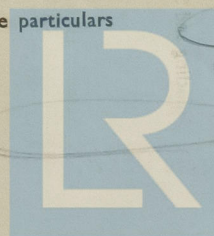
Poop Bulkhead	WEATHER BOARDS IN CHANNELS
R.Q.D. "	—
Bridge Aft Bulkhead	WEATHER BOARDS IN CHANNELS
" Forward "	Hinged steel doors? verify
Forecastle Bulkhead	Class 2 closing appliances assumed
Exposed Machinery Casings on } Freeboard or R.Q. decks	—
Exposed Machinery Casings on } superstructure decks	
Machinery Casings within super- structures not fitted with Cl. 1. } Closing Appliances	
Deck houses on Flush Deck ships	—

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well	27'-6"	4'-7"	2 AT 2'-9" x 1'-9"	9.6 sq. ft.	9.25 sq. ft.
Forward Well	26'-0"	4'-7"	2 AT 2'-9" x 1'-9"	9.6 sq. ft.	9.125 sq. ft.
State fore and aft position and height above } deck to bottom of port, for each port	After Well	7'-6" FROM EACH END, SILLS 10"			
	Forward Well	4'-6" " " " " 10"			

State whether freeing ports are fitted with shutters, bars or rails, and give particulars

Give particulars of freeing port area, etc., on superstructure decks



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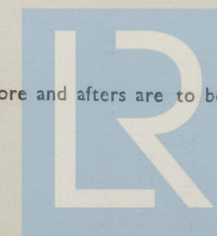
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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	1	2 BRIDGE DK.	3 BRIDGE DK.	4	2 INSIDE BRIDGE	3 INSIDE BRIDGE
Dimensions of Hatchway	23'-10" x 18'-0"	32'-6" x 18'-0"	26'-0" x 18'-0"	21'-8" x 18'-0"	32'-6" x 18'-0"	26'-0" x 18'-0"
COAMINGS	Height } steel { deck above } wood	3'-3"	2'-9"	2'-9"	3'-3"	9"
	Thickness } sides ends	.44	.44	.44	.44	.5
	Stiffeners	.44	.44	.44	.44	.42
	Brackets or Stays	6'2" x 3'2" x 48 BA	7'3" x 48 BA	7'3" x 48 BA	6'2" x 3'2" x 48 BA	
HATCH BEAMS	Number	2	6	4	3	6
	Spacing	7'-11 1/2"	4'-8"	5'-3"	5'-5"	4'-8"
	Scantling and Sketch					
	Bearing Surface and thickness of carriers or sockets	3"	3"	3"	3"	3"
FORE AND AFTERS	Number	3				
	Spacing	4'-6"				
	Unsupported lengths	8'-0"				
	Scantling and Sketch					
HATCH COVERS	Bearing Surface and thickness of carriers or sockets					
	Material					
	Thickness	3"	2 1/2"	3"	2 1/2"	3"
	How Fitted	Thwartships	F+A.	F+A.	F+A.	F+A.
HATCH COVERS	Bearing Surface					
	Spacing of Cleats					
HATCH COVERS	Number of Tarpaulins					
	Are wood fore and afters steel shod at all bearing surfaces?					
HATCH COVERS	Are battens and wedges efficient and in good condition?					
	Are tarpaulins in good condition and in accordance with rule requirements					
HATCH COVERS	Are lashings provided in accordance with rule requirements?					

[Surveyors are to note that wood fore and afters are to be steel shod at all bearing surfaces.]



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Gangways and Lifelines •

Gangway, Cargo and Coaling Ports in sides of ship

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules ?

Is provision made for protection of steering gear, and is emergency steering gear provided ?

Are efficient uprights, sockets and lashings provided according to rules ?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Approval date of plans and full particulars of arrangements for stowing and securing timber

The scantlings and protective arrangements being in accordance with the Freeboard rules it is submitted that the freeboard be assigned

[Signature]
Chief Surveyor
Assistant Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft
on the



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Secretary,