

SAT. AUG. 23, 1913

Port of Survey Newcastle on Tyne  
Date of Survey ✓  
Name of Surveyor Hy C7 Ireland

Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
Ship's Name <i>Phyllis PB488C ss 215</i>	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification. <i>100 A1 Certified</i>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	285-0	<del>42.0</del> <del>41.83</del>	<del>17.81</del> <del>17.64</del>	1650 <i>44</i>
Length on LOADLINE.	285-0	Frame Depth <i>8</i> Rule " <i>5</i> <i>3</i> <i>- .5</i>	Ceiling <i>with fillet</i> Sheer <i>+ .69</i> <i>.69</i> <i>Level Tank</i>	Peak <i>Ind.</i> Tanks <i>Increased depth 8% at + 50 tons</i>
CORRECTED DIMENSIONS.	285.0	<i>41.50</i> <del>41.33</del>	<del>18.31</del> <i>18.50</i>	<del>1650</del> <i>1700</i>

Moulded Depth as <sup>9.00</sup> measured..... 20.0

7. 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.

### CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	285	✓	
Length in Table .....	240	✓	
Difference .....	45	✓	
Correction for 10ft., Table A. ....	1.2	✓	Table C.
× Difference divided by 10 .....	5.4	✓	(if required.)
If $\frac{1}{16}$ ths length covered divide by 2	2.7	✓	$+ 2 \frac{3}{4}$ ✓

Do-efficient of fineness.....477.765  
Any modification necessary } C. 68.02  
[Para. 4 (a) to (e)]\*  
Co-efficient as corrected .....76.74

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered .....  
 Thickness of usual wood deck, less stringer .....  
 = 8  $\frac{1}{2}$  ✓

CORRECTION FOR ROUND OF BEAM.

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

Shear at  $\frac{1}{8}$  of the length from  $\left\{ \begin{array}{l} \text{Stem } 46.25 \\ \text{Sternpost } 23.25 \end{array} \right\} 69.5 \div 2 = \frac{34.75}{.55} \dots \text{Mean}$

Gradual mean Sheer ..... *allowed 63.1* ✓ **63.2**

Standard mean Sheer [Table, Para. 18] **38.5** ~~38.975~~ Correction

Difference **24.6** ..... **24.125**  $\div 4 =$  **6.031**

§ If limited as Para. 18 (f) ..... **64**

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

¶ Fall in Sheer }  $\div 2 =$   
 Para. 18 (d) }  
 Length uncovered ..... Correction

ALLOWANCE FOR DECK ERECTIONS :—		1" <del>4</del>
Freeboard, Table C.....		<del>1-8</del> 2
Correction for Length, if required (Para. 12, 13, and 14) .....		
Freeboard by Table A, corrected for sheer, and for length, } if required (Para. 12, 13, and 14)		3-0 <del>2</del> 3 <sup>3</sup> / <sub>4</sub>
Difference .....	1 " 11 <sup>3</sup> / <sub>4</sub>	2-0
Percentage as below.....	45.95%	44.25
		= 10.91

Correction for R. Q. Dk. if engine and boiler openings not  
covered by bridge house (Para. 11) }  $11'' \frac{3}{8}$   
Allowance for Deck Erections .....

	Length.	Length allowed.	Height.
Forecastle.....	24.33	24.33 ✓	7. 3
Bridge House .....	58.0	58.00 ✓	7. 6
† Raised Qr. Dk.....	84.0 + $\frac{4}{1}$	<del>72.12</del> 75.33	4. 0
Poop.....	24.66	24.66 ✓	7. 3
Total	191 <del>191.0</del> = .67	174.09 <del>182.32</del>	
Length of Ship	285	285	= .639

Corresponding percentage }  
(Para. 11, 12, 13, or 14) } 45.95%

**FREEBOARD** recommended amidships from centre of Disc to top of Statutory  
 28-8-19 Fresh Water Line above centre of Disc  
 Indian Summer Line " " "  
 Winter Line below " "  
 Winter North Atlantic Line " " "

Freeboard, Table A .....	3 - 10	3 - 10
Correction for Sheer .....	- 6 $\frac{1}{4}$	- 6 $\frac{1}{4}$
Correction for Length .....	3 - 3 $\frac{3}{4}$	3 - 3 $\frac{3}{4}$
Allowance for Deck Erections .....	+ 2 $\frac{3}{4}$	+ 2 $\frac{3}{4}$
Correction for Round of Beam .....	3 - 6 $\frac{1}{2}$	3 - 6 $\frac{1}{2}$
Correction for fall in Sheer (if any) .....	- 11	- 11
Correction for Iron Deck (if required) .....	2 + 7 $\frac{1}{2}$	2 + 7 $\frac{1}{2}$
Additions for non-compliance with provisions of Para. 11 (d) and (e) ‡	- 3 $\frac{1}{2}$	- 3 $\frac{1}{2}$
Other Corrections (if any) .....	2 " 4	2 - 4 ✓
		8 - 4 ✓
		4 - 0
		6 - 4

Winter Freeboard .....	6-4	✓
Summer Freeboard .....	6-1	✓
Indian Summer Freeboard .....	5-10	✓
N. A. Winter Freeboard .....	6-7	✓

Correction necessary because clearside amidships, measured  
in accordance with the Statute is not taken at the  
intersection of the ~~wood~~ iron deck with side.

Winter Freeboard from deck line	6.5 $\frac{3}{4}$ ✓
Summer " " " "	6.2 $\frac{3}{4}$ ✓
Indian Summer " " " "	5.11 $\frac{3}{4}$ ✓
N. A. Winter " " " "	6-F $\frac{3}{4}$ ✓

Book Line, Wood (Iron) Deck :-

No.	Description	Quantity
1	...	6-2 2 ✓
2	...	4 1/2 ✓
3	...	3 ✓
4	...	3 © 2020
5	...	6 ✓

If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the B.Q.D. is to be taken from the level of the top of the amidship beam.

In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.



