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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Port of Survey GLASGOW

Date of Survey 21st Nov. 1929

Name of Surveyor H. THOMSON

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
S.S. TALVNE	HOBART BRITISH	153895	ABOUT 2800	1930	+ 100A.1. (CONTINGENT)
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	315.7	45.55	19.9	2166.49
Length on LOADLINE.	315'	Frame Depth 9 Rule " 5 1/2 2 x 3 1/2 12 - .58 vert. span. + 33'	Ceiling fitted Sheer +.59 To top of floors 20.10	Peak Tanks } incl.
CORRECTED DIMENSIONS.	315'	45.3'	20.69'	2166.49

Co-efficient of fineness.....

.734

Any modification necessary
[Para. 4 (a) to (e)]*

P. D. B.

Co-efficient as corrected

.71

Sheer { Stem..... 84"
at { Sternpost ... 42" } $126 \div 2 = 63$... Mean36 1/2 x 45
59Sheer at 1/2 of the length from { Stem 46 1/2"
Sternpost 23" } $69 1/2 \div 2 = 34.62$... Mean34.62
55 = 62.95

Gradual mean Sheer 62.95"

Standard mean Sheer [Table, Para. 18] 41.5

Correction

Difference..... $21.45 \div 4 = 5.36$

§ If limited as Para. 18 (f) = - 5 1/4"

Rise in Sheer { At front of bridge house.....
from amidships {
[Para. 18 (e)] { At after end of forecastleFall in Sheer {
Para. 18 (d) { $\div 2 =$

Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 1'-9"

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'-11 1/2"

Difference 2'-2 1/2"

Percentage as below..... 47.1 %
12.48"Correction for R. Q. Dk. if engine and boiler openings not
covered by bridge house (Para. 11) } ✓

Allowance for Deck Erections 1'-0 1/2"

	Length.	Length allowed.	Height.
Forecastle.....	50'-3 1/2	50.29'	7'-6"
Bridge House	144'-0" { 144.0'		8'-6"
TONNAGE OPENING + Raised Qr. Dk.	4'-0" {	161.21	
Poop.....	16'-8 1/2 { 13.71		8'-6"
Total	161.21 { 157.71 + 3.5 161.21	211.50'	
Length of Ship		315'	

Corresponding percentage {
(Para. 11, 12, 13, and 14) } 47.1 %

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

Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...	...
Indian Summer Line	"	"	"	...	...	...	...	...	...
Winter Line	below	"	"	...	...	...	...	...	...
Winter North Atlantic Line	"	"	"	...	...	...	...	...	...

Moulded Depth as measured..... 22'-3"

Addition for Keel below base line
for draught record..... 1 3/4 inches.NOTE.—If the
depth is measured
when vessel is
afloat, the details
of measurement
should be reported.22-
11
23-2
3-0
20-11

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	315'-0"
Length in Table	267
Difference	48
Correction for 10ft., Table A.	1.2 Table C.
× Difference divided by 10	5.76 (if required.)
If 1/10ths length covered divide by 2	2.88
	= + 3"

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered671

Thickness of usual wood deck, less stringer 3 1/2"

2 1/2" wood sheathing in fwd. well.

- 2 3/4"
(SEE OVER)

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	45'-0"
Round of Beam	11"
Normal round.....	11 1/4
Difference	1/4 ÷ 2 = 1/8
Proportion of Deck uncovered (Para. 19)	NIL

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

Freeboard, Table A	4'-4 3/4"
Correction for Sheer	5 1/4"
Correction for Length	3'-11 1/2"
Allowance for Deck Erections	+ 3"
Correction for Round of Beam.....	4'-2 1/2"
Correction for fall in Sheer (if any).....	- 1'-0 1/2"
Correction for Steel Deck (if required)	3'-2"
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	✓
Other Corrections (if any)	✓

Winter Freeboard	2'-11 1/4"
Summer Freeboard (2 3/4"-4") = 3 1/2"	2'-7 3/4"
Indian Summer Freeboard	2'-4 1/4"
N. A. Winter Freeboard	3'-1 1/4"

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

+ 1 3/4"

Winter Freeboard from deck line	3'-1"
Summer " " "	2'-9 1/2"
Indian Summer " " "	2'-6"
N. A. Winter " " "	3'-3"

Winter Freeboard from deck line	2'-9 1/2"
Summer " " "	5"
Indian Summer " " "	3 1/2"
N. A. Winter " " "	3 1/2"
Winter North Atlantic Line " " "	5 1/2"

† State dimensions of freeing port area on back of this form.

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.

Do all the Frames extend to the top height in the Poop? YES Raised Quarter Deck? NONE Bridge House? ALT. ONLY Forecastle? YES
To what height do the Reverse Frames extend? NONE
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 NONE
Is the Poop or Raised Quarter Deck connected with the Bridge House? YES Has the Bridge House an efficient Bulkhead at the fore end? YES
Give particulars of the means for closing the openings in Bulkhead HINGED W.T. DOORS.
What is the thickness of the Bridge Front plating? .39 and Coaming plate? .43
Give scantlings and spacing of the Stiffeners 8 x 3 x .40 B.A. SPACED 30" APART.
Are bracket plates fitted at each end of the Stiffeners? LESS ONLY Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? YES
Has the Bridge House an efficient Iron Bulkhead at the after end? YES
How are the openings closed? shifting boards in channels full height
Is the Forecastle at least as high as the main or top-gallant rail? YES Has the Forecastle an efficient Iron or Wood Bulk'd. at 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? COVERED BY A BRIDGE
If the openings are not so protected are the exposed parts of the Casings efficiently constructed? YES
Give thickness of plating; scantlings and spacing of Stiffeners SEE BELOW.
What is the height of the exposed Casings? SEE BELOW. 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:—

Position and Size.	N ^o 1	18'-0" x 16'-0"	N ^o 2	18'-0" x 25'-0"	N ^o 3 + 4	18'-0" x 25'-0"	N ^o 5	18'-0" x 25'-0"	N ^o 6	18'-0" x 18'-0"
Item.	Ship. F.C.L.E. D.K.	Rule. U.D.	Ship. U.D.	Rule.	Ship. U.D.	Rule.	Ship. Poop D.	Rule. U.D.	Ship. Poop D.	Rule. U.D.
COAMING. Height above top of DECK	30	9"	42		42		36	9"	36	9"
Thickness										
Sides	.44	.40	.44		.44		.44	.40	.44	.40
Ends	.44	.40	.44		.44		.44	.40	.44	.40
SHIFTING BEAMS OR WEB PLATES.										
Number	2	2	2		2		2	2	2	2
Section and Scantlings	16 x .36	16 x .36	23 1/2 x .40		23 1/2 x .40		18 3/4 x .37	23 1/2 x .40	14 x .32	18 x .36
Material	STEEL	STEEL	STEEL		STEEL		STEEL	STEEL	STEEL	STEEL
* FORE AND AFTERS.										
Number	NONE	NONE	NONE		NONE		NONE	NONE	NONE	NONE
Section and Scantlings										
Material										
HATCHES Thickness	3	3	3		3		3	3	3	3
Remarks										

* 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? 100'-0" Strake between Main and Bridge Sheerstrakes?

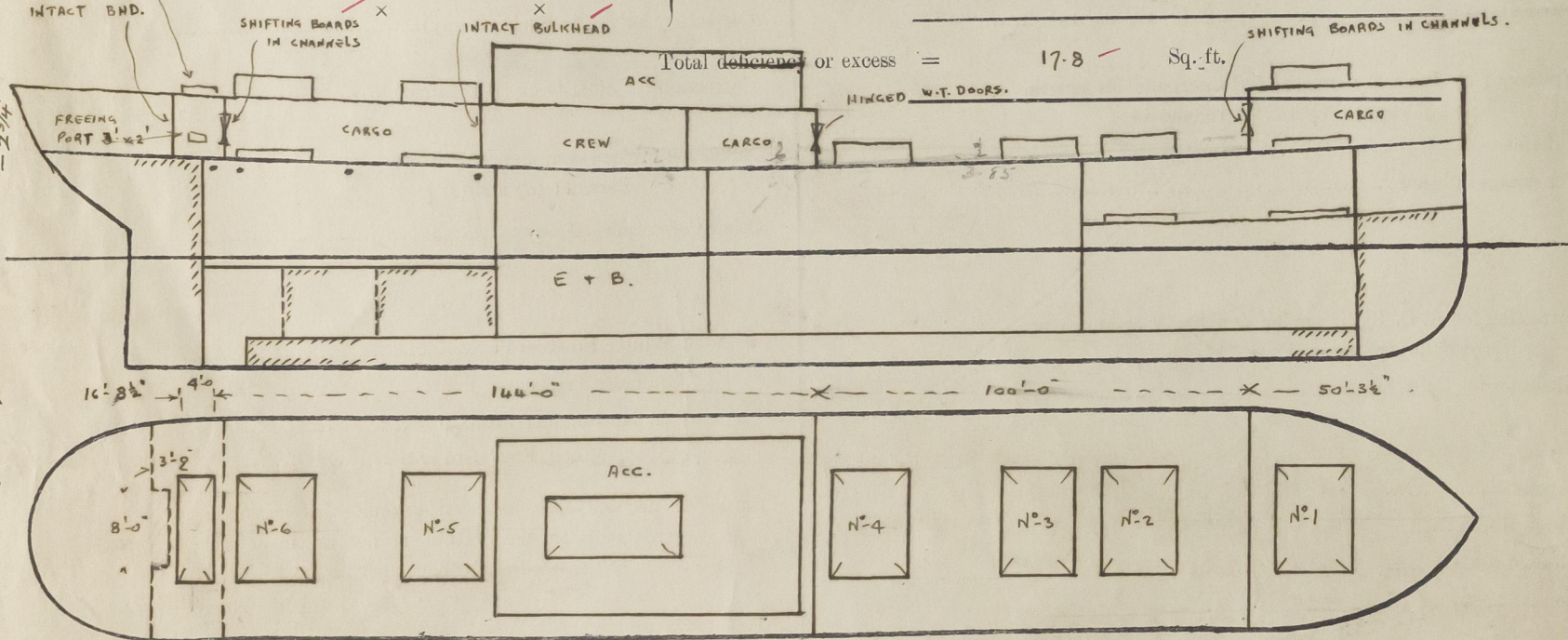
Delete the words The Crew are, and not, berthed in the bridge house.
that do not apply The arrangements to enable them to get backwards and forwards from their quarters are, and not, satisfactory.

Length of Bulwarks in well 100'-0"

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 20.0 Sq. ft.

TONNAGE OPENING 18'-0" x 4'-0" Ft. Tenth. No. 4.2 x 1.8 x 5
TEMPORARY MEANS OF CLOSING. 9" COAMING.
INTACT BND. SHIFTING BOARDS IN CHANNELS
INTACT BULKHEAD SHIFTING BOARDS IN CHANNELS.
Freeing Ports (each side of vessel) = 37.8 Sq. ft.

Total deficiency or excess = 17.8 Sq. ft.



> 10'-0" Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

3" CEILING ON 2" GROUND ON T.T. AND TOP OF TUNNEL. CEILING FITTED WITH SCUPPERS FROM AFTER TWEED D^o OVERBOARD. METAL NON-RETURN VALVES. 2 1/2" WOOD D^o FITTED IN FORD. WELL. NO SHEATHING ON DECK IN WAY OF FREEBOARD MARK. NO SIDELIGHTS OR OTHER SIMILAR OPENINGS BELOW. U.D.

State any special features in the construction of the Vessel

Builder's name and yard number BLYTHSWOOD SHIPBUILDING CO. LTD. N^o 27.

Names of sister vessels NONE. SEE PRELIMINARY ASSIGNMENT 22ND JULY 1929.

Owners UNION STEAMSHIP CO. OF NEW ZEALAND LTD.

Address WELLINGTON, N.Z.

Fee £ 6 : 13 : 4

Received by me

See L.B. Reports

APPROVED PLANS OF MIDSHIP SECTION, PROFILE & DECKS AND SHAFT TUNNEL ENCLOSED FOR REFERENCE. (3 PLANS).