

Index No. _____
(For London Office only.)

S FOR FREEBOARD.—STEAM SHIPS. 10450.

Port of Survey *Belfast.*
Date of Survey *Building* *3/9/30*
Name of Surveyor *S. Q. Kendall.*

Ship's Name.		Port of Registry and Nationality.		Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
SILVER JANDA		London British		162478		1930	✱ 100 A1 contemplated.
Number in Register Book							
Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.	Moulded Depth as measured.....		
	456.3	62.00	25.60	5909.84	30' 6 1/2"		
Length on LOADLINE.	455.0	Mean Frame Depth 8 1/2	Ceiling + .20	Peak Tanks } included	Addition for Keel below base line for draught record.....inches.		
		Rule " 7	Sheer + .13	Deep floors under Eng + 70.5			
		1 1/2 x 2 = -25	in motor room + 2.30	Less Cruiser Stern = -17.0			
			= +2.37	= +53.5			
CORRECTED DIMENSIONS.	455.0	61.75	28.23	5963.34	CORRECTION FOR LENGTH.		
Co-efficient of fineness.....	76.752	Length of Ship on Loadline..... 455					
Any modification necessary { [Para. 4 (a) to (e)]* }	01 Bell D.B.	Length in Table 366.5					
Co-efficient as corrected	74.73	Difference 88.5					
		Correction for 10ft., Table A. 1.5 Table C.					
		x Difference divided by 10 13.27 (if required.)					
		If 1/10ths length covered divide by 2 + 6.63 say + 6 3/4					

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

r { Stem..... $7\frac{1}{2}$ } $110\frac{1}{4} \div 2 = 55.12$... Mean
 { Sternpost ... $38\frac{3}{4}$ }

r at $\frac{1}{8}$ of the length from { Stem $45\frac{1}{4}$ } $66\frac{1}{4} \div 2 = 33.12$... Mean
 { Sternpost 21 }

dual mean Sheer $\frac{33.12}{55} = 60.22$ 57.67 $\frac{60.22 + 55.12}{2} = 57.67$

dard mean Sheer [Table, Para. 18] 55.50

Difference..... $2.17 \div 4 = .54$

limited as Para. 18 (f) say $-\frac{1}{2}$

ise in Sheer { At front of bridge house.....
on amidships {
para. 18 (e)] { At after end of forecastle

fall in Shear } $\div 2 =$
para. 18 (d) }
with uncovered *covered by erection* Correction

ALLOWANCE FOR DECK ERECTIONS:—

board, Table C.....	4-68
rection for Length, if required (Para. 12, 13, and 14)	-
board by Table A. corrected for sheer, and for length, } if required (Para. 11, 12, 13, and 14)	7-74 6/8
ference	3-10 3/4
centage as below.....	94.4
	34-93.69

rection for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

allowance for Deck Erections

	Length.	Length allowed.	Height.
Castle.....	} 408.25	408.25 -	12.5 to 9.3
dge House			
Image opening	5.33		
.....			
p.....	<u>41.42</u>	<u>41.42</u> -	11
Total	455.00	449.64 -	
		2.66 -	
gth of Ship	4 DIFF	<u>452.33</u> =	9941 -
responding percentage			
Para. 11, 12, 13, or 14)	94.4 -	455	

EEBOARD recommended amidships from centre of Disc to top of Statutory
Fresh Water Line above centre of Disc
5- SEP 1930 Indian Summer Line " " "
Winter Line below " "
~~Winter North Atlantic Line " "~~

Moulded Depth as measured..... $30' - 6\frac{1}{2}'$

Addition for Keel below base line
for draught record.....inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 455
 Length in Table 366.5
 Difference 88.5
 Correction for 10ft., Table A. 1.5 Table C.
 × Difference divided by 10 13.27 (if required.)
 If $\frac{10}{16}$ ths length covered divide by 2 + ~~6.63~~ say ~~+ 6.5~~ 6 $\frac{3}{4}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ this length covered

Thickness of usual wood deck, less stringer - $3\frac{1}{2}$

CORRECTION FOR ROUND OF BEAM.

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

Breadth at Gunwale amidships..... 61.75
 Round of Beam $15\frac{1}{2}$ -
 Normal round..... $15\frac{1}{2}$ -
 Difference $\div 2 =$
 Proportion of Deck uncovered (Para. 19)

Freeboard, Table A	7'-7 ¹ / ₄ "
Correction for Sheer	<u>1/2"</u>
	7'-7 ¹ / ₄ " - 6 ³ / ₄ "
Correction for Length	<u>6²/₄"</u>
	8'-1 ³ / ₄ " - 10 ³ / ₄ "
Allowance for Deck Erections	<u>2'-11"</u>
	5'-2 ³ / ₄ "

Correction for Round of Beam.....✓

Correction for fall in Sheer (if any).....✓

Correction for Steel Deck (if required).....-

$$\begin{array}{r} - 3\frac{1}{2} \\ 4 - 11\frac{1}{4} \end{array}$$

Additions for non-compliance with provisions of }
 Para. 11 (d) and (e) † }
 Other Corrections (if any)

Winter Freeboard	4 - 11 $\frac{7}{8}$
Summer Freeboard	4 - 5 $\frac{1}{4}$
Indian Summer Freeboard	3 - 11 $\frac{7}{8}$
N. A. Winter Freeboard	

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.

Winter Freeboard from deck line	5'-0 7/8
Summer " " " "	4'-6 7/8
Indian Summer " " "	4'-0 7/8
N. A. Winter " " " "	

EEBOARD recommended amidships from centre of Disc to top of Statutory
Fresh Water Line above centre of Disc
5- SEP 1930 Indian Summer Line " " "
Winter Line below " "
~~Winter North Atlantic Line " "~~

+ 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.

MARKING FORM

SEP 2 1980

SEP 1930

Do all the Frames extend to the top height in the Poop? *Yes.* R. Quarter Deck? ☒ Bridge House?

To what height do the Reverse Frames extend? *Channel Frames.*

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 *weather boards full height in riv*

Is the Poop or ~~Raised Quarter Deck~~ connected with the Bridge House? *Yes* Has the Bridge House an efficient Bu end? *corr*

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? *weather boards full height in riveted channels -*

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? *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? *✓* Are suitable means provided for closing all openings in them in bad weather? *✓*

Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of the Rules? Give particulars below:— *Yes.*

Position.	<i>Fore</i>	Nº 1	Nº 2	Nº 3	Nº 4	Nº 5	Nº 6				
Size.		31'6" x 21'0"	32'0" x 21'0"	29'4" x 21'0"	32'0" x 21'0"	32'0" x 21'0"	9'6" x 17'0"				
COAMING	Height above top of DECK	36"	36"	36"	36"	36"	36"				
	Thickness										
	Sides	.50	.50	.50	.50	.50	.50				
	Ends	.50	.50	.50	.50	.50	.50				
SHIFTING BEAMS OR WEB PLATES.	Number	5					One				
	Section and Scantlings	15 1/2 x 32	as in Nº 1				11 1/2 x 32				
	Material	4 1/2 x 3 x 42 Steel					3 1/2 x 3 x 38				
* FORE AND AFTERS.	Number										
	Section and Scantlings			none							
	Material										
FLOOR THICKNESS		2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2				
Remarks		3 on Second Deck.									

* 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 keel 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? *✓* Strake between Main and Bridge Sheerstrakes? *✓*

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

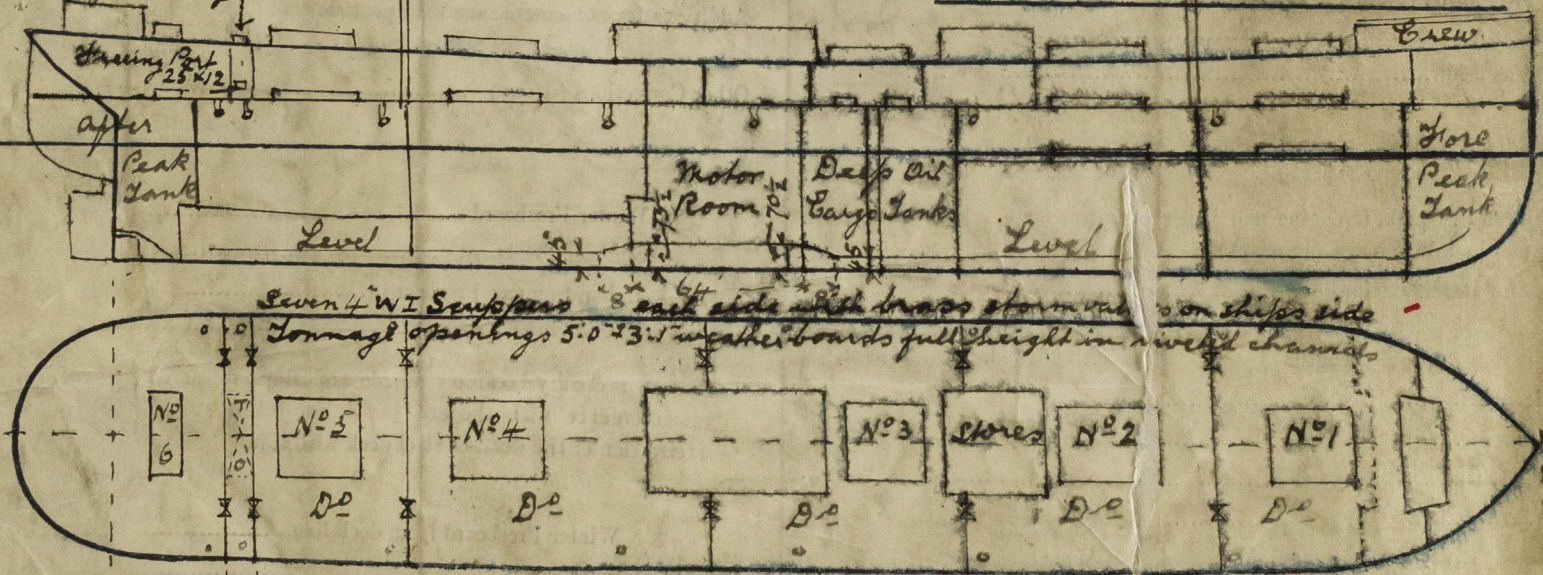
Length of Bulwarks in well

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

Ft. Tenths. Ft. Tenths. No. Freeing Ports (each side of vessel) = Sq. ft.

Total deficiency or excess = Sq. ft.

Tonnage opening 21'0" x 4'8"
efficient means provided for
temporary closing



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 *Verified copies of approved filed in London Office.*

Builder's name and yard number *Harland & Wolffs Nº 885*

Names of sister vessels *M.V. Silvercypress, Silverwalnut, Silverleaf, Belfast Reports Nº 10381, 104*

Owners *Silver Line Ltd (Stanley & John Thom)*

Address

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To be rendered with first entry.

