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LLHD OWNERS ✓

1940

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT"ARGOS HILL"
EX
SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILED: "EMPIRE TORRENT"

WITHOUT TIMBER DECK CARGO

Nationality BRITISH

Builders' Name and No. of Ship HARLAND & WOLFF LTD 1168 G.

Port of Registry GLASGOW

Official Number 168743.

Owners

GOVAN.

ERNEST SHIPPING CO LTD
101 LEADENHALL STREET LONDON EC3

Gross Tonnage 7075.71

(MGRS) THE COUNTIES SHIP MANAGEMENT CO., LTD. LONDON.

Date of Build 12 / 1942

Port and Date of survey GLASGOW. DURING CONSTRUCTION

Name of Surveyor

J.F. EDGAR.

Particulars of Classification B.S. * (WITH FREEBOARD)

Names of Sister Ships "EMPIRE NERISSA."

Type of Superstructures CLOSED SHELTER DECK WITH FORECASTLE

Trade of Ship

Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)

| | | | |
|--|---------|-------------------------|------------|
| TROPICAL FRESH WATER LINE above centre of disc | 13 1/2" | Corresponding Freeboard | 10'-8 1/2" |
| FRESH WATER LINE " " " | 7" | " " | 9'-7" |
| TROPICAL LINE " " " | 6 1/2" | " " | 10'-1 1/2" |
| WINTER LINE below " " | 6 1/2" | " " | 10'-2" |
| WINTER NORTH ATLANTIC LINE " " " | — | " " | 11'-3" |

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.

Corresponding Freeboard

| | |
|-------------------------------|-----|
| FRESH WATER " " " " | " " |
| TROPICAL " " " " | " " |
| WINTER " " below " | " " |
| WINTER NORTH ATLANTIC " " " " | " " |

Number of years recommended for load line certificate

5 YRS.

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

Chief Surveyor

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

on the

11th November 1942.

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COMPUTATION OF FREEBOARD

Length on summer load line 425.68 Moulded Breadth 56'-0" Moulded Depth 36'-10" Depth of Keel 12'
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 16400 Tons
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} =$.769
Displacement and tons per inch immersion in salt water at summer load line 13395 48.00
Moulded depth 36.833 Deduction for Fresh Water $\frac{\Delta}{40T} =$ 7" inches
Stringer Plate .70" .058 Round of Beam Correction
Sheathing on exposed deck T $(\frac{L-S}{L})$ Ships Round of Beam 14.00 inches
Rise of floor (in sailers)
Depth for Freeboard (D) 36.891 Standard Round of Beam $\frac{B \times 12}{50}$ 13.44
Table Depth $\frac{L}{15}$ 28.379 Difference 0.56
Depth Correction 3 8.512 = 25.536 Restricted to
Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) =$.14 \times .918
If restricted by superstructures .13 OFF

| | Enclosed Length | Length of Overhang | Height | Mean Covered Length (S) | Height Correction | Effective Length (E) |
|---------------------|-----------------|--------------------|--------------|-------------------------|-------------------|----------------------|
| Poop | | | | | | |
| Raised Quarter Deck | | | | | | |
| Bridge | | F | | | | |
| | | A | | | | |
| Forecastle | <u>34.6 1/2</u> | | <u>7'-6"</u> | <u>34.54</u> | | <u>34.54</u> |
| Trunk Aft | | | | | | |
| „ Forward | | | | | | |
| Tonnage Opening Aft | | | | | | |
| „ „ Forward | | | | | | |
| Totals | | | | <u>34.54</u> | | <u>34.54</u> |

Standard Height of Superstructure 7'-6"
„ „ R.Q.D.
Percentage covered S/L = 8.115%
„ „ E/L = 8.115%
„ from Table line A, B, (corrected for absence of forecastle if required) 4.058%
Percentage from Table by interpolation for Bridge less than .2L if required =
Deduction = .04058 \times 42 = 1.70 OFF.
Percentage from Table for Tankers (or Timber ships) =
Deduction =

| Station | Actual Sheer | Standard Sheer | Effective Sheer | S.M. | Product |
|-----------------------|---------------|----------------|-----------------|------|---------------|
| A.P. | <u>54.00</u> | <u>52.57</u> | <u>54.00</u> | 1 | <u>54.00</u> |
| 1/8 L from A.P. | <u>24.18</u> | <u>23.39</u> | <u>24.18</u> | 4 | <u>96.72</u> |
| 1/8 L from A.P. | <u>6.25</u> | <u>5.78</u> | <u>6.25</u> | 2 | <u>12.50</u> |
| Amidships | - | - | - | 4 | - |
| 1/8 L from F.P. | <u>12.00</u> | <u>11.57</u> | <u>12.00</u> | 2 | <u>24.00</u> |
| 1/8 L „ „ | <u>47.72</u> | <u>46.79</u> | <u>47.72</u> | 4 | <u>190.88</u> |
| F.P. | <u>108.00</u> | <u>105.14</u> | <u>108.00</u> | 1 | <u>108.00</u> |
| | | | | 18 | <u>486.10</u> |
| Effective Mean Sheer | | | | | <u>27.006</u> |
| Standard „ „ .05L + 5 | | | | | <u>26.280</u> |
| Difference | | | | | <u>.726</u> |

Mean Actual sheer aft = MORE THAN 1.
„ Standard „ „
Mean Actual sheer forward = MORE THAN 1.
„ Standard „ „
Length of enclosed superstructure forward of amidships =
Length of Ship
Length of enclosed superstructure aft of amidships =
Length of Ship
Sheer Correction = Difference $\times (75 - \frac{S}{2L}) =$.726 \times .709
= .515 OFF
If limited on account of midship superstructure = NIL.
„ to maximum allowance of 1 1/2 ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required = 79.56 + 1.21 = 80.77

Correction for co-efficient = 10.66

= 86.10 DRAUGHTS AND SEASONAL CORRECTIONS

| | + | - | | Sailer, Tanker, Steamer | Timber |
|---|--------------|-------------|---------------|---|---------------|
| Depth correction | <u>25.54</u> | | | | |
| Deduction for superstructures | | <u>1.70</u> | | Depth to Freeboard Deck in feet <u>36.891</u> | |
| Sheer correction | | | | Summer Freeboard in feet <u>10.708</u> | |
| Round of Beam correction | | <u>0.13</u> | | Moulded Draught (d) <u>26.183</u> | (d1) |
| Correction for thickness of deck amidships | | | | Addition for Keel <u>.130</u> | |
| Other corrections, scantlings, etc. | <u>18.83</u> | | | Extreme draught <u>26.3 3/4</u> | <u>26.313</u> |
| | <u>44.37</u> | <u>1.83</u> | <u>42.54</u> | Deduction for Tropical and addition for Winter freeboard d/4 <u>6.546</u> | |
| Summer Freeboard in Inches <u>10'-8 1/2"</u> | | | <u>128.64</u> | Addition for Winter North Atlantic (if required) | ins. |
| Additional allowance for superstructures on Timber carrying ships | | | | Deduction for Tropical Timber Freeboard $\frac{d1}{d}$ | ins. |
| Summer Timber Freeboard in Inches | | | | Addition for Winter „ $\frac{d1}{3}$ | ins. |
| | | | | „ „ N.A. Timber Freeboard (if required) | ins. |

OPEN

COMPUTATION OF FREEBOARD

Length on summer load line **425'-0"** Moulded Breadth **56'-0"** Moulded Depth **27'-9"** Depth of Keel **1 1/2'**
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth **11985** Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} =$ **747**
 Displacement and tons per inch immersion in salt water at summer load line **13395 @ 48.0 T.P.I.**
 Moulded depth **27'-7.50** Deduction for Fresh Water $\frac{\Delta}{40 T} = 6.99 = 7$ inches
 Stringer Plate **375 .375 .031** Round of Beam Correction
 Sheathing on exposed deck T $(\frac{L-S}{L})$ Ships Round of Beam **14** inches
 Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50} = 13.44$
 Depth for Freeboard (D) **27'-7.81** Difference **0.56**
 Table Depth **28'-3.33** Restricted to
 Depth Correction **3 x .552** Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .14 \times .0050 = .0007$
 If restricted by superstructures **1.656 OFF.** Nil

| | Enclosed Length | Length of Overhang | Height | Mean Covered Length (S) | Height Correction | Effective Length (E) | |
|---------------------|-----------------|--------------------|---------|-------------------------|-------------------|----------------------|---|
| P. B. & F Combined | 425 | | 9'-1.32 | 425.0 | | 425.0 | Standard Height of Superstructure 7'-6" |
| Peep | | | | | | | " " R.Q.D. |
| Raised Quarter Deck | | | | | 420'-1" | | Percentage covered S/L = 100% |
| Bridge | | F | | | 2 1/4 | | " " E/L = 99.50% |
| | | A | | | 1 1/2 | | " from Table line A, B, (corrected for |
| Forecastle | | | | | 420'-4 3/4 | | absence of forecastle if required) 99.38% |
| Trunk Aft | | | | | 2'-5 1/2 | | Percentage from Table by interpolation for Bridge |
| " Forward | | | | | 422'-10 1/4 | | less than .2L if required = |
| Tonnage Opening Aft | 5'-2" | | | | | | Deduction = 42 x 99.38 = 41.74 OFF. |
| " " Forward | | | | | | | Percentage from Table for Tankers (or Timber ships) = |
| Totals | | | | 425.0 | | 422.854 | Deduction = |

| Station | Actual Sheer | Standard Sheer | Effective Sheer | S.M. | Product | Mean Actual sheer aft | |
|-----------------------|--------------|----------------|-----------------|------|---------|--|------------------------------|
| 19.32 A.P. | 54 | 52.57 | 73.32 | 1 | 73.32 | " Standard " " | MORE THAN 1. |
| 8.59 1/2 L from A.P. | 24.18 | 23.39 | 32.77 | 4 | 131.08 | Mean Actual sheer forward | MORE THAN 1. |
| 2.15 1/2 L from A.P. | 6.25 | 5.78 | 8.40 | 2 | 16.80 | " Standard " " | |
| Amidships | | | | 4 | | Length of enclosed superstructure forward of amidships | |
| 2.15 1/2 L from F.P. | 12.00 | 11.57 | 14.15 | 2 | 28.30 | Length of Ship | |
| 8.59 1/2 L " " | 47.72 | 46.79 | 56.31 | 4 | 225.24 | Length of enclosed superstructure aft of amidships | |
| 19.32 F.P. | 108.00 | 105.14 | 127.32 | 1 | 127.32 | Length of Ship | |
| | | | | 18 | 602.06 | Sheer Correction = Difference X (75 - $\frac{S}{2L}$) = | 7.20 x .25 = 1.80 OFF |
| Effective Mean Sheer | | | | | 33.45 | If limited on account of midship superstructure | |
| Standard " " .05L + 5 | | | | | 26.25 | " to maximum allowance of 1 1/2 ins. per 100 ft. | |
| 425 | | | | | 7.20 | | 1.77 |
| 26.75 | | | | | | | |

TABULAR FREEBOARD corrected for flush deck if required = **79.35**
 Correction for co-efficient = $\frac{1.427}{136} =$ **83.26**

| | + | - | Sailor, Tanker, Steamer | Timber |
|--|---|-------|--|--------------------|
| Depth correction | - | 1.66 | | |
| Deduction for superstructures | - | 41.74 | Depth to Freeboard Deck in feet 27'-7.81 | |
| Sheer correction | - | 1.80 | Summer Freeboard in feet 3.167 | |
| Round of Beam correction | - | - | Moulded Draught (d) 24'-7 3/8 | 24.614 (d1) |
| Correction for thickness of deck amidships | - | - | Addition for Keel +18" | 1.5 |
| Other corrections, scantlings, etc. | - | - | Extreme draught 26'-11.4 | |
| Summer Freeboard in Inches 3'-2" = 38.06 | | | Deduction for Tropical and addition for Winter freeboard d/4 = | ins. |
| Additional allowance for superstructures on | | | Addition for Winter North Atlantic (if required) | ins. |
| Timber carrying ships | | | Deduction for Tropical Timber Freeboard $\frac{d1}{4}$ | ins. |
| Summer Timber Freeboard in inches | | | Addition for Winter " $\frac{d1}{3}$ | ins. |
| | | | " " N.A. Timber Freeboard (if required) | ins. |

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

STEAMER, ~~TANKER~~, SAILER: "EMPIRE TORRENT" ~~WITHOUT~~ TIMBER DECK CARGO

Nationality Builders' Name and No. of Ship

Port of Registry

Official Number

Owners

Gross Tonnage

Date of Build

Port and Date of survey

Name of Surveyor

Particulars of Classification

Names of Sister Ships

Type of Superstructures

Trade of Ship

Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (..... wood..... steel)

TROPICAL FRESH WATER LINE above centre of disc Corresponding Freeboard

FRESH WATER LINE " " " " " "

TROPICAL LINE " " " " " "

WINTER LINE below " " " "

WINTER NORTH ATLANTIC LINE " " " " " "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S. Corresponding Freeboard

FRESH WATER " " " " " "

TROPICAL " " " " " "

WINTER " " below " " " "

WINTER NORTH ATLANTIC " " " " " "

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

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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THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

SHIPS NAME

EMPIRE TORRENT

OFFICIAL NUMBER 168743.

Nationality and Port of Registry

BRITISH GREEK
GLASGOW ANDROS

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

| | Coaming | Plating | Stiffeners | Spacing | End Attachments | No. and size of Openings | Height of Sills | Height of Casings |
|---|---------|---------|------------|---------|-----------------|--------------------------|-----------------|-------------------|
| Poop Bulkhead | | | | | | | | |
| R.Q.D. " | | | | | | | | |
| Bridge Aft Bulkhead | | | | | | | | |
| " Forward " | | | | | | | | |
| Forecastle Bulkhead | | | | | | | | |
| Trunk, Aft | | | | | | | | |
| " Forward | | | | | | | | |
| 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 | | | | | | | | |
| Deckhouses on flush deck ships | | | | | | | | |
| Aft " " " | | | | | | | | |

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

| | |
|---|--|
| Poop Bulkhead | |
| R.Q.D. " | |
| Bridge Aft Bulkhead | |
| " Forward " | |
| Forecastle Bulkhead | 1 OPENING at CR. WITH BOLTED PLATE COVER. |
| Exposed Machinery Casings on } Freeboard or R.Q. decks | |
| Exposed Machinery Casings on } superstructure decks | 2 STEEL DOORS. (YES). |
| Machinery Casings within super- structures not fitted with Cl. 1 Closing Appliances | |
| Deck houses on Flush Deck ships | 2 W/T. STEEL DOOR WITH TURNBUCKLES (YES). 2 STRONG WOOD DOORS (YES). |
| " " Aft " " " | 3 STRONG WOOD DOORS (YES). |

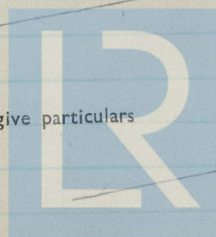
PARTICULARS OF FREEING ARRANGEMENTS

| | Length of Bulwark | Height of Bulwark | No. and size of Freeing Ports each side | Area each side | Rule Area |
|--------------|-------------------|-------------------|---|----------------|-----------|
| After Well | | | | | |
| Forward Well | | | | | |

State fore and aft position and height above } After Well
deck to bottom of port, for each port }
Forward Well

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

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

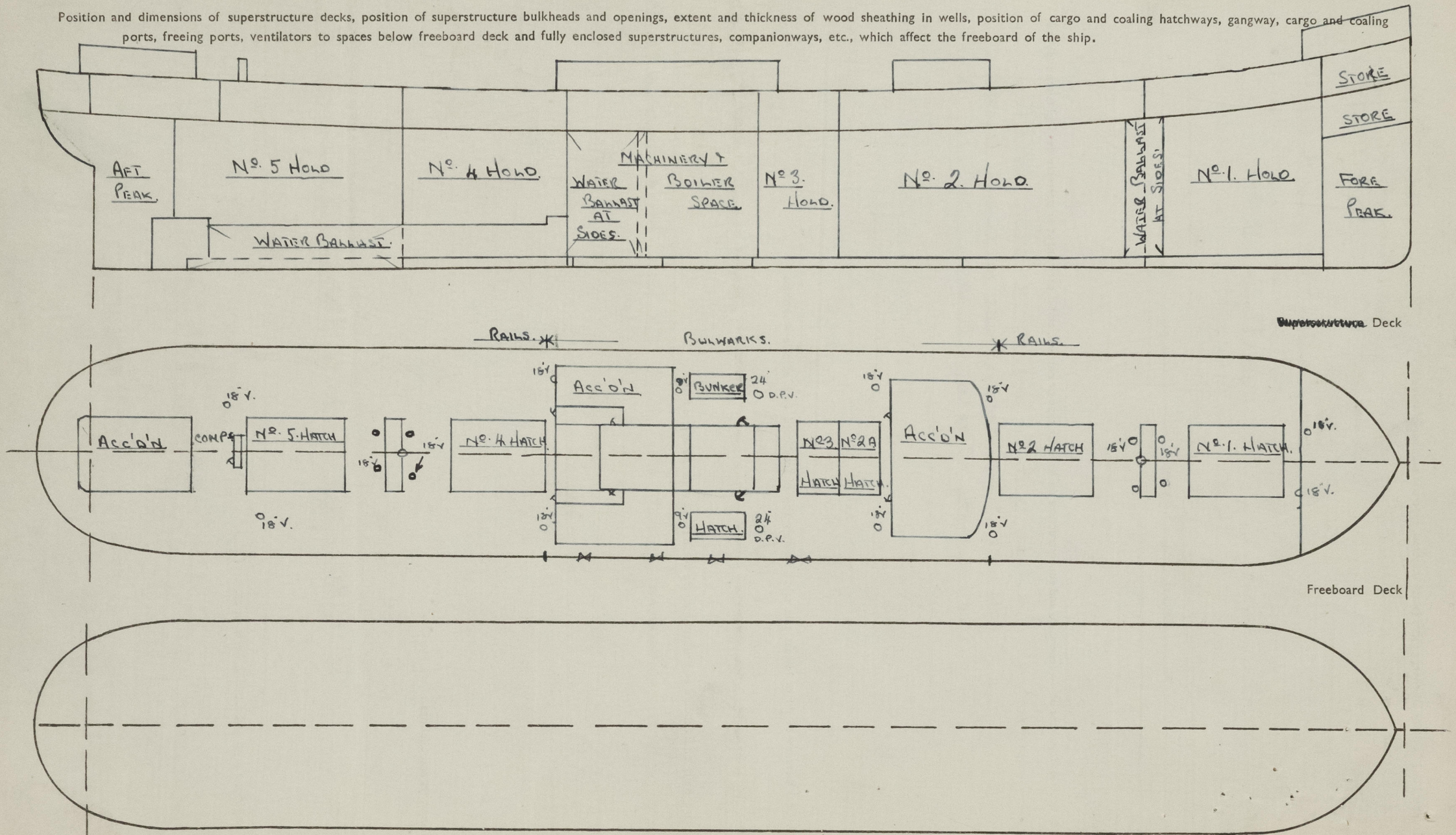


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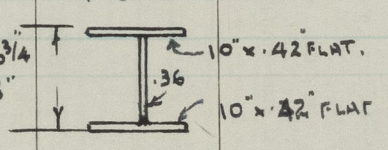
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Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.



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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

| Number and description of Hatchway from forward | No. 1 | No. 2 | No. 2A | No. 3 | No. 4 | No. 5 | Bunker | Coal | | | | |
|--|--------------------------|-----------------|--|------------------|-----------------|-----------------|----------------------|----------------|--|--|--|--|
| Dimensions of Hatchway | 31'-0" x 20'-0" | 31'-0" x 20'-0" | 12'-11" x 20'-0" | 12'-11" x 20'-0" | 31'-0" x 20'-0" | 31'-0" x 20'-0" | 15'-6" x 5'-0" | 18'-0" x 5'-3" | | | | |
| COAMINGS | | | | | | | | | | | | |
| Height above deck | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 9" | | | | |
| Thickness | 44 | 44 | 44 | 44 | 44 | 44 | 44 | | | | | |
| Stiffeners | 10 x 3 1/2 x 7/16 B.A. | | | | | | | | | | | |
| Brackets or Stays | 7 x 3 x 3/8 B.A. at Ends | | | | | | | | | | | |
| HATCH BEAMS | | | | | | | | | | | | |
| Number | 5 | 5 | 2 | 2 | 5 | 5 | — | — | | | | |
| Spacing | 5'-2" | 5'-2" | 4'-3 3/4" | 4'-3 3/4" | 5'-2" | 5'-2" | — | — | | | | |
| Scantling and Sketch | | | CENTRAL 16 3/4" SIDE 8"  | | | | | | | | | |
| Bearing Surface and thickness of carriers or sockets | 3" | 3" | 3" | 3" | 3" | 3" | (See Coaming Above). | | | | | |
| FORE AND AFTERS | | | | | | | | | | | | |
| Number | | | | | | | | | | | | |
| Spacing | | | | | | | | | | | | |
| Unsupported lengths | | | | | | | | | | | | |
| Scantling and Sketch | | | | | | | | | | | | |
| Bearing Surface and thickness of carriers or sockets | | | | | | | | | | | | |
| HATCH COVERS | | | | | | | | | | | | |
| Material | 2 1/2" W.P. | | | | | | 2 1/2" W.P. | | | | | |
| Thickness | 2 1/2" | | | | | | 2 1/2" | | | | | |
| How Fitted | F & A | | | | | | Thwartships | | | | | |
| Bearing Surface | 3" | | | | | | 3" | | | | | |
| Spacing of Cleats | 24" | | | | | | 24" | | | | | |
| Number of Tarpaulins | 2 | | | | | | 2 | | | | | |

Are tarpaulins in good condition and in accordance with rule requirements?

Yes

Are lashings provided in accordance with rule requirements?

Yes

Are wood fore and afters steel shod at all bearing surfaces?

Are battens and wedges efficient and in good condition?

Yes

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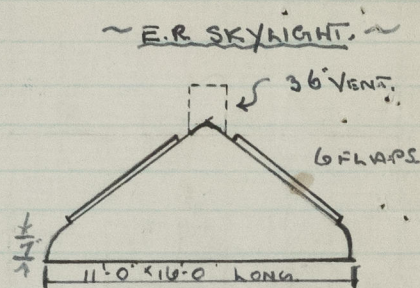
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Give full particulars of the following:—

Fiddle, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

3 FIDDLEY Gratings with Steel Plate Covers. 3' high.
4-24' to Engine Room. (Tall Coamings).
2-30' to Stokhold. " "



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

None.

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)

Steel Companion (Aft). Steel Door 24" Sill (Opening both sides)

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Vents have 3'-0" Coamings welded direct to Deck with wood plugs & canvas covers for closing arrangements.

| | | |
|-------|--------------------------|-------------------------------|
| 1-10" | Aft Accommodation. | 7-18" to holds Aft |
| 5-9" | | 1-18" Aft End of Bridge. |
| 10-8" | | 2-24" D. Posts Amidships. |
| 5-6" | | 6-18" TO HOLDS FORWARD |
| 2-10" | To Tween Decks Amidships | |
| 2-18" | To Holds | |
| 4-15" | To Refug Store. " (P). | 2-18" To Holds on Forecastle. |
| 2-10" | To Cabin Store " (S) | |

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

Aft Peak, D.B. Feed Tank & Fresh Water Tanks - 2'-6" to openings, fitted with Double Gauge. Fore Peak, Water Ballast Tanks (Deep) and Remainder of Double Bottom Tanks - 2'-6" to openings, fitted with wood plugs & canvas covers.

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

| | | | |
|--------|----------|---------------------|--------------------------------|
| 2P+1S | at 4'-1" | Discharge From W.C. | Aft Accommodation. |
| 2P+2S. | " 2 1/2" | " " | Sinks Etc. |
| 2P+1S | " 2" | " " | " " |
| 1P+1S | " 5" | W.C. | Engineers & P.Os. Aft |
| 1P+1S | " 4" | W.C. | Capt & Officers Bridge Acc. |
| 4P+3S | " 2 1/2" | | Bath & Washbasins |
| 2P+2S. | " 2" | | Sinks & Scuppers Bridge Space. |

Made of Brass with clacks.

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

28 - (14P+14S) 10" Side lights of Brass with M.C.I. Deadlights (Permanents). Fitted with Patent locking nuts in Gunners Quarters. And Ordinary Nut in Crews Quarters.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

3'-6" Below Freeboard Deck.

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

3 Rail Stanchions About 4'-6" apart 3'-6" high Round Freeboard Deck Forward Aft. Forecastle Deck.

Gangways and Lifelines

No Gangways.

Manila Rope Lifelines, fitted Fore & Aft.

Gangway, Cargo and Coaling Ports in sides of ship

None.



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SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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