

Register of Shipping.

SURVEYS FREEBOARD.—STEAM SHIPS.

REGULATIONS 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.

Port of Survey _____
Date of Survey 25th Aug 32
Name of Surveyor _____

Ship's Name. BROS WALL GLEN SPRA Number in Register Book	Place of Registry and Nationality. <u>Liverpool</u> <u>British</u>	Official Number. <u>143270</u>	Gross Tonnage. <u>312</u>	Date of Build. <u>1921-14</u>	Particulars of Classification. <u>T-100 A1</u>
Registered dimensions as shown in Ship's Register.	LENGTH. <u>130</u>	BREADTH. <u>23.25</u>	DEPTH. <u>9.55</u>	UNDER DECK TONNAGE. <u>210.81</u>	
Length on LOADLINE.	<u>130</u>	Main Frame Depth $\frac{4}{2}$ Rule " $\frac{3}{1}$ $\frac{1}{2} \times 2 = .21$ Sparring fitted	Ceiling fitted Sheer +10 Depth to floor <u>9.75</u>	Peak Tanks	
CORRECTED DIMENSIONS.	<u>130</u>	<u>23.04</u>	<u>9.85</u>	<u>210.81</u>	

Moulded Depth as measured..... 10-6
Addition for Keel below base line for draught record..... 1/4 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.....	<u>130.0</u>
Length in Table	<u>126.0</u>
Difference	<u>4.0</u>
Correction for 10ft., Table A.	<u>.9</u>
× Difference divided by 10	<u>.36</u>
If 1/10ths length covered divide by 2	<u>+1/4"</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered	<u>.52</u>
Thickness of usual wood deck, less stringer	<u>2 5/8" = -1 1/4"</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>23.0</u>
Round of Beam	<u>6</u>
Normal round.....	<u>5.75</u>
Difference	<u>.25 ÷ 2 = .125</u>
Proportion of Deck uncovered (Para. 19)	<u>.46</u>

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

Co-efficient of fineness..... .71
Any modification necessary [Para. 4 (a) to (e)]* ✓
Co-efficient as corrected71

Sheer { Stem..... 34 } $\div 2 = 28.5$... Mean 26.82
at { Sternpost ... 23 } $\div 2 = 28.5$... Mean 26.82

Sheer at 1/2 of the length from { Stem 17 } $\div 2 = 14.75$... Mean 26.82
{ Sternpost 12 1/2 } $\div 2 = 14.75$... Mean 26.82

Gradual mean Sheer 14.75
Standard mean Sheer [Table, Para. 18] 13.80 Correction
Difference..... .95 $\div 4 = .24$
§ If limited as Para. 18 (f) -1/4"

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

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>0' 2 1/4"</u>
Correction for Length, if required (Para. 13, 13, and 14).....	<u>+ 1/4"</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 13, 13, and 14).....	<u>1' 5 1/2"</u>
Difference	<u>1' 3"</u>
Percentage as below.....	<u>32.64%</u>
	<u>4.89"</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ✓
Allowance for Deck Erections - 5"

	Length.	Length allowed.	Height.
Forecastle.....	<u>15' 9" + Overhang 3.6</u>	<u>14.45</u>	<u>7' 0"</u>
Bridge House	<u>8' 9"</u>	<u>8.75</u>	<u>7' 0"</u>
† Raised Qr. Dk.....	<u>42' 6" × 3.0</u>	<u>39.84</u>	<u>3' 0"</u>
Poop.....	<u>3.2</u>	<u>3.2</u>	<u>3' 0"</u>
Total	<u>40' 6" = 57.3</u>	<u>66.34</u>	<u>.51 × 8</u>
Length of Ship	<u>130.0</u>	<u>130.0</u>	<u>= 4.08 rightls.</u>
Corresponding percentage (Para. 13, 13, or 14) }	<u>32.64%</u>		

Freeboard, Table A	<u>1' 5 1/4"</u>
Correction for Sheer	<u>- 1/4"</u>
Correction for Length	<u>+ 1/4"</u>
Allowance for Deck Erections	<u>- 5"</u>
Correction for Round of Beam.....	<u>✓</u>
Correction for fall in Sheer (if any).....	<u>✓</u>
Correction for Steel Deck (if required)	<u>- 1/4"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<u>0' 11"</u>
Other Corrections (if any)	<u>✓</u>
Winter Freeboard	<u>11</u>
Summer Freeboard	<u>9 1/2</u>
Indian Summer Freeboard	<u>✓</u>
N. A. Winter Freeboard	<u>✓</u>

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. hil

Winter Freeboard from deck line

Summer " " " "

Indian Summer " " " "

N. A. Winter " " " "

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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ... 4"	Tropical Fresh Water Freeboard ...	<u>0' 9 1/2"</u>
Fresh Water Line " " ... 2 1/2"	Fresh Water " " ...	<u>0' 5 1/2"</u>
Tropical Line " " ... 1 1/2"	Tropical " " ...	<u>0' 7"</u>
Winter Line below " " ... 1 1/2"	Winter " " ...	<u>0' 8"</u>
Winter North Atlantic Line " " ... 3 1/2"	Winter North Atlantic " " ...	<u>0' 11"</u>
		<u>1' 1"</u>

29 AUG 1932

MARKING FORM
24 FEB 1933
RECEIVED

MARKING FORM
13 APR 1934
RECEIVED

MARKING FORM
23 APR 1933
RECEIVED

MARKING FORM
22 OCT 1932
RECEIVED

