

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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.

Port of Survey

Date of Survey

Name of Surveyor

**Nov 23<sup>rd</sup> 1932**

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<b>OTAVA</b>	<b>Helsingfors Finnish</b>	<b>658</b>	<b>1290</b>	<b>1904/5</b>	<b>+ 100A1.</b>
Number in Register Book					
Registered dimensions from ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.	
	<b>232.0</b>	<b>35.0</b>	<b>16.6</b>	<b>1042.94</b>	
Length on LOADLINE.		Frame Depth Rule	Ceiling Sheer	Peak Tanks	
		<b>5</b>	<b>.41</b>	<b>31.12</b>	
STATED DIMENSIONS.	<b>232.0</b>	<b>34.5</b>	<b>17.01.</b>	<b>1074.06</b>	
Coefficient of fineness..... <b>.79.</b>					
Modification necessary [Para. 4 (a) to (e)]* <b>0.0.3.</b>					
Coefficient as corrected ..... <b>.77.</b>					
Stem..... <b>63</b> } <b>96 ÷ 2 = 48.</b> ...Mean					
Sternpost ... <b>33</b> }					
At $\frac{1}{2}$ of the length from { Stem <b>35</b> } <b>54 ÷ 2 = 27</b> ...Mean					
Sternpost <b>19</b> }					
Mean Sheer ..... <b>33.2</b> Correction					
Difference..... <b>14.8 ÷ 4 = 3<math>\frac{3}{4}</math>.</b>					
Mean as Para. 18 (f) .....					
In Sheer { At front of bridge house.....					
amidships {					
18 (e) { At after end of forecastle .....					
In Sheer { $\div 2 =$					
18 (d) {					
Uncovered ..... Correction					
ALLOWANCE FOR DECK ERECTIONS :—					
d, Table C..... <b>1-1<math>\frac{1}{2}</math>.</b>					
on for Length, if required (Para. 12, 13, and 14) ..... <b>1-1<math>\frac{3}{4}</math>.</b>					
d by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } <b>3-3<math>\frac{1}{2}</math></b>					
e ..... <b>2-1<math>\frac{3}{4}</math></b>					
ge as below..... <b>30.09%</b>					
n for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }					
e for Deck Erections ..... <b>7<math>\frac{3}{4}</math>.</b>					
	Length.	Length allowed.	Height.		
.....	<b>28.5</b>	<b>28.5</b>	<b>7-0</b>		
ouse .....	<b>59.4</b>	<b>59.4</b>	<b>7-2</b>		
Qr. Dk.....	<b>21.8</b>	<b>21.8</b>	<b>7-0</b>		
total .....	<b>109.7</b>	<b>109.7</b>	<b>232</b>		
Ship .....	<b>232</b>	<b>232</b>	<b>232</b>		
ading percentage {	<b>30.09%</b>				
Para. 12, 13, or 14) }					

CORRECTION FOR LENGTH.	
Length of Ship on Loadline.....	<b>232</b>
Length in Table .....	<b>226</b>
Difference .....	<b>6</b>
Correction for 10ft., Table A. ....	<b>1.1</b> Table C. <b>6</b>
× Difference divided by 10 .....	<b>.66</b> (if required.) <b>.36</b>
If $\frac{1}{10}$ ths length covered divide by 2	<b>3/4</b> <b>1/4</b>

CORRECTION FOR IRON DECK.	
Proportion covered, if less than $\frac{1}{10}$ ths length covered .....	<b>.47</b> <b>3<math>\frac{1}{2}</math></b>
Thickness of usual wood deck, less stringer .....	<b>13/4</b>

CORRECTION FOR ROUND OF BEAM.	
Breadth at Gunwale amidships.....	
Round of Beam .....	<b>8<math>\frac{3}{4}</math></b>
Normal round.....	<b>8<math>\frac{3}{4}</math></b>
Difference .....	$\div 2 =$ .....
Proportion of Deck uncovered (Para. 19) .....	

CORRECTIONS FOR FREEBOARD.	
Freeboard, Table A .....	<b>3-6<math>\frac{1}{2}</math>.</b>
Correction for Sheer .....	<b>3<math>\frac{3}{4}</math>.</b>
Correction for Length .....	<b>3-2<math>\frac{3}{4}</math>.</b>
Allowance for Deck Erections .....	<b>7<math>\frac{3}{4}</math>.</b>
Correction for Round of Beam.....	<b>2-7<math>\frac{3}{4}</math>.</b>
Correction for fall in Sheer (if any).....	
Correction for Steel Deck (if required) .....	<b>13/4.</b>
Additions for non-compliance with provisions of {	<b>2-6</b>
Para. 11 (d) and (e) † }	
Other Corrections (if any) .....	
Winter Freeboard .....	<b>2-6</b>
Summer Freeboard .....	<b>2-3<math>\frac{1}{2}</math></b>
Indian Summer Freeboard .....	
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 .....	
Summer " " " " .....	
Indian Summer " " " " .....	
N. A. Winter " " " " .....	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <del>Wood</del> , Steel, Deck :—	
Tropical Fresh Water Line above Centre of Disc ...	<b>168 m/m</b>
Fresh Water Line " " " " ...	<b>105</b>
Tropical Line " " " " ...	<b>63</b>
Winter Line below " " " " ...	<b>63</b>
Winter North Atlantic Line " " " " ...	<b>114</b>
Tropical Fresh Water Freeboard ...	<b>531</b>
Fresh Water " " " " ...	<b>594</b>
Tropical " " " " ...	<b>636</b>
Winter " " " " ...	<b>762</b>
Winter North Atlantic " " " " ...	<b>813</b>

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

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

**J.B.**  
**25-11-32**

**26 NOV 1932**