

PARTICULARS RE
TOP GALLANT
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CO

Port of Survey Bundee
Date of Survey Under Survey
Name of Surveyor J. S. Selles

Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"MURITAI" Carter Construction Co. SS 117 Number in Register Book	Wellington British		450 approve	1923	With Fairboard +100 ft. Contemplated Passenger Ferry in Wellington Harbour

	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Registered dimensions from Ship's Register.	165.3	30.1	11.35	359.84 360.33
Length on LOADLINE.	165.0 170.0	Mean Depth $4\frac{3}{4}$ Ceiling fitted Rule " " $3\frac{1}{2}$ Sheer -.25		Peak Tanks
8'0" draft		$4\frac{1}{2}$" frame outside E & S side $5\frac{1}{2}$" frame outside E & S side 5" - " inside E & S	11'2" E & S side	360.33
CORRECTED DIMENSIONS.	165.0	29.89	10.87	359.84

Moulded Depth as measured.....
 $2\frac{1}{2}$ " *wood deck*

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

$12 - 0\frac{1}{2}$

 $11 - 11\frac{1}{2}"$

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.....	165		
Length in Table	143.5		
Difference	21.5		
Correction for 10ft., Table A. ....	.9	Table C.	5
× Difference divided by 10	1.93	(if required.)	107
If $\frac{5}{10}$ ths length covered divide by 2	+2		+1

CORRECTION FOR IRON DECK.

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

Thickness of usual wood deck, less stringer
 2½" wood deck allowed in moulded depth

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.....	30'	
Round of Beam	7½'	
Normal round.....	7½"	
Difference		÷ 2 =
Proportion of Deck uncovered (Para. 19)		

Rise in Sheer	{	At front of bridge house.....	3½"
from amidships		At after end of forecastle	
[Para. 18 (e)]			

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

Correction

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	0' 3"
Correction for Length, if required (Para. 12, 13, and 14 ¹⁵)	+ <u>1'</u>
	0' 4"
Freeboard by Table A. corrected for sheer, and for length, { if required (Para. 12, 13, and 14 ¹⁵)	1- 10 1/2
Difference	1- 6 1/2
Percentage as below.....	12.56%
	2.32

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

-2 1/4'

	Length.	Length allowed.	Height.
Forecastle.....	54-0	54.0	7-0
Bridge House	—	✓	—
† Raised Qr. Dk.....	—	✓	—
Poop.....	—	✓	—

Total $\frac{54.0}{165.0} = .327$
 Length of Ship = 2.6 ¹⁵/₁₀₀ eighths
 Corresponding percentage { $20.93\% \times \frac{6}{10} = 12.56\%$
 (Para. ~~11, 12, 13, or 14~~)

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

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

* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
 + In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
 § In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

+ 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.

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Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒ Bridge House? ☒ Forecastle? *Yes. alternately, with frames from upper deck to Promenade Deck*

To what height do the Reverse Frames extend? *no reverse frames*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Light screen B'head. Shelters only.*

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒

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? ☒

How are the openings closed? ☒

Is the Forecastle at least as high as the main or top-gallant rail? *7'-0"* Has the Forecastle an efficient Iron ~~or Wood~~ Bulk'd. at after end? *Yes. Coaming 34. Plating 20. Stiffeners 4 x 2 1/2 x 30. spaced 30"*

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong ~~Iron~~ Steel Deckhouse? *Yes. Coaming 34. Plating 20. Stiffeners 4 x 2 1/2 x 30. spaced 30"*

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? *7'-0"* 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.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
COAMING.	Height above top of DECK																
	Sides.....																
	Thickness																
SHIFTING BEAMS OR WEB PLATES.	Number																
	Section and Scantlings																
	Material																
* FORE AND AFTERS.	Number																
	Section and Scantlings																
	Material																
HATCHES Thickness																	
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? _____ 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.

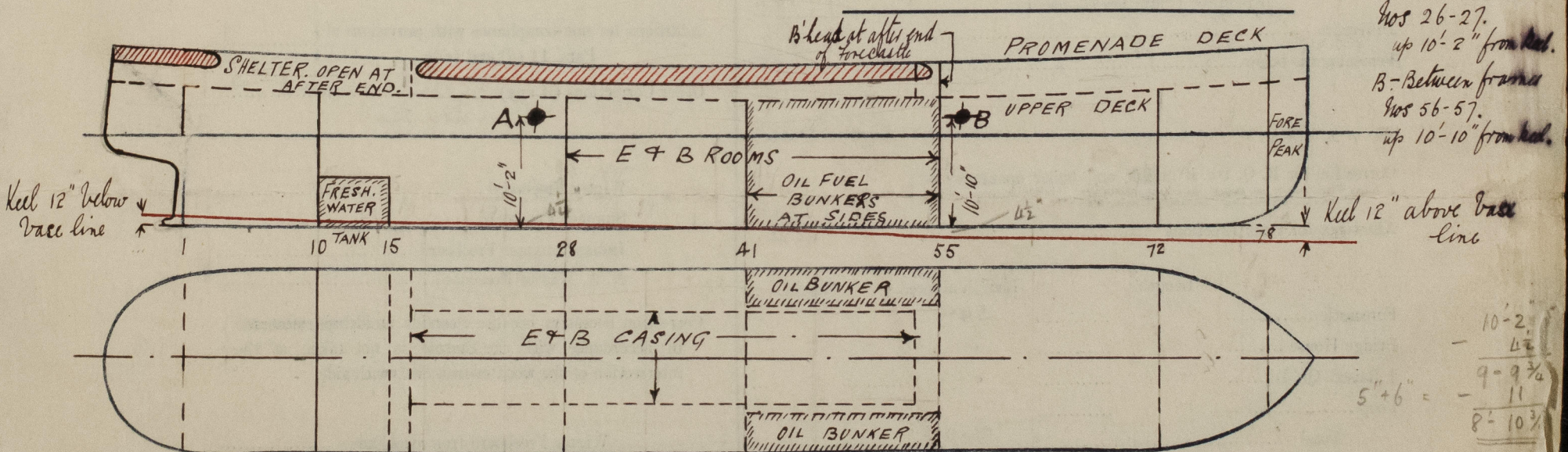
Ft. Tenths. Ft. Tenths. No.

Freeing Ports (each side of vessel) = _____ Sq. ft.

Total deficiency or excess = _____ Sq. ft.

To be closed in for voyage to New Zealand. //

No Freeing Ports Scuppers only.



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

The vessel is to be a Passenger Ferry for service in Wellington Harbour, New Zealand. See Secretary's Letter dated 21/11/22. The approved Midship Section, Profile (2 plans) Bulkhead (1 plan) & Deck Plans are forwarded herewith. Two Request Forms, (1 for Loadboard for voyage to New Zealand & the other for Loadboard when on service in Wellington Harbour) are attached.

Owners *The Eastbourne Borough Council, Wellington, New Zealand.*

Address *Wellington, New Zealand.*

Fee £

Received by me