

11b.

Port of Survey _____
Date of Survey ~~_____~~ 21-9-28
Name of Surveyor _____

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>Messrs Workman, Clark & Co. Ltd.</i> Proposed vessel.					<i>10000 with freeboards (Contemplated).</i>
Number in Register Book					

Registered Dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	420.7	56.76	26.60	
Length on LOADLINE.	419.3	Frame Depth $B\frac{1}{2}$ Rule „ $\frac{6}{12}$ $\times 2 = -1.25$ <i>Spanning filled</i>	Ceiling N^o + .20 Sheer - 1.32	Peak Tanks
CORRECTED DIMENSIONS.	419.3	55.51	25.48	

Moulded Depth as measured.....

29'-2"

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

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

$$\begin{array}{r} 29' - 2'' \\ 1' - 1\frac{1}{2}'' \\ \hline 30' - 3\frac{1}{2}'' \\ 3' - 8\frac{1}{4}'' \\ \hline 26' - 7\frac{1}{4}'' \end{array}$$

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	419.3	
Length in Table	350	
Difference	69.3	
Correction for 10ft., Table A.	1.5	Table C. ✓
× Difference divided by 10	10.39	(if required.)
If $\frac{1}{8}$ ths length covered divide by 2	5.19	+5'4"

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered ✓
 Thickness of usual wood deck, less stringer $3\frac{1}{2}$ - $3\frac{1}{2}$

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.....	54.5
Round of Beam	13½
Normal round.....	13½
Difference	- ÷ 2 =
Proportion of Deck uncovered (Para. 19)	

Nil

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

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

ALLOWANCE FOR DECK ERECTIONS :—

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Freeboard, Table C.....		3'-11 ³ / ₄
Correction for Length, if required (Para. 12, 13, and 14)		-

Freeboard by Table A, corrected for sheer, and for length,	}	<u>8'-1 1/2"</u>
if required (Para. 11, 12, 13, and 14)		
Difference		<u>4'-1 3/4"</u>
Percentage as below.....		<u>94.37%</u>
		<u>46.91</u>

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

Allowance for Deck Erections 47

	Length.	Length allowed.	Height.
Forecastle.....	377.8	377.8	
Bridge House.....	6.0		
† Raised up <i>down</i>			
Poop.....	35.5	35.5	
Total		413.3	
		3.0	$= \frac{1}{2}$ diff.
Length of Ship		416.3	
Corresponding percentage {	94.3%	419.3	= 993
(Para. 11, 12, 13, or 14) }			

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.

 $1\frac{3}{4}$

Winter Freeboard from deck line	4'-6"
Summer " " " "	4'-0"
Indian Summer " " " "	3'-6"
N. A. Winter " " " "	-

4' - 6"
4' - 0"
3' - 6"

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

[illegible]

of 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 amidships 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 measurement and also the usual load draft forward and aft should be reported.

2m, 3.28. * T.

$$PW = \frac{12970}{40 \times 47} = 6.9$$

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the vessel's draft at time of
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