

Amended preliminary to plans
Submitted by Smith's Dock Co.
Southampton on 17.11.20

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Index No. **27528**
(For London Office only.)

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 Middlesboro
Date of Survey 17.11.20
Name of Surveyor

Ship's Name "Modum" Port of Registry and Nationality. Official Number. Gross Tonnage. Date of Build. Particulars of Classification. 100 A1
Number in Register Book Condumpl.

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<u>355</u>	<u>50.95</u>	<u>24.95</u>	<u>3733.33</u>
Frame Depth	Rule	Ceiling	Peak
<u>354.58</u>	<u>50.03</u>	<u>25.96</u>	<u>3733.73</u>

Moulded Depth 27-4
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.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 354.58
Length in Table 328
Difference 26.58
Correction for 10ft., Table A. 1.4 Table C.
× Difference divided by 10 3.72 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 1.86 + 1.86

CORRECTION FOR IRON DECK.

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 49
Round of Beam 12 1/2
Normal round..... 12 1/4
Difference 1/4
Proportion of Deck uncovered (Para. 19) 1/2

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

Efficient of fineness..... .81
Modification necessary Para. 4 (a) to (e)]* .003
Efficient as corrected79

Stem..... 108 } 162 ÷ 2 = 81 Mean 81.81
Sternpost..... 54 } 45.46
at $\frac{1}{2}$ of the length from Stem 60 } 90 ÷ 2 = 45 Mean 45.46
Midships Sternpost 30 } 81.4 ÷ .55 = 81.81
Mean Sheer allowed 81.4 = 81.81
Mean Sheer [Table, Para. 18] 45.46 Correction
Difference..... 35.94 ÷ 4 = -9
Mean as Para. 18 (f) -9

Mean Sheer { At front of bridge house.....
Midships { At after end of forecastle
18 (e)]

Mean Sheer { ÷ 2 =
18 (d)]
Uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Table C..... 3-5 1/2
Correction for Length, if required (Para. 12, 13, and 14)
Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) 5-9 3/4
Correction for Length, if required (Para. 12, 13, and 14) 2-4 1/4
Total as below..... 52.20%
14.75

for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)
for Deck Erections 14 3/4

Length.	Length allowed.	Height.
<u>31</u>	<u>31</u>	<u>7-0</u>
<u>99.88</u>	<u>99.88</u>	<u>7-0</u>
<u>2.95 × 30/49 × .8 =</u>	<u>94.5</u>	<u>7-0</u>
<u>30.75</u>	<u>30.75</u>	<u>7-0</u>
<u>354.58</u>	<u>256.13</u>	<u>7-0</u>
	<u>354.58</u>	<u>= .722</u>

Percentage {
12, 13, or 14 } 52.20%

RD 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 " " "

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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