

FRI 25 JAN 1924

Index No. 31121
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.-STEAM SHIPS.

Nov 25 31

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 Glasgow
Date of Survey 21st January
Name of Surveyor Geo. Webster

B.T. COPY WRITTEN

Ship's Name <u>M.V. "KATHIAWAR"</u> <small>Number in Register Book</small>	Port of Registry and Nationality. <u>Glasgow</u>	Official Number. <u>147884</u>	Gross Tonnage.	Date of Build. <u>1904</u>	Particulars of Classification. <u>*100 A.1. with freeboard cut-plates</u>
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Registered dimensions from Ship's Register.	LENGTH. <u>370.40</u>	BREADTH. <u>48.20</u>	DEPTH. <u>25.60</u>	UNDER DECK TONNAGE. <u>3607.31</u>
Length on LOADLINE.	<u>369.65</u>	Frame Depth $12\frac{1}{2}$ Rule <u>7$\frac{1}{2}$ = 2</u> <u>-1.21</u>	Ceiling + .20 Sheer $7\frac{1}{2}$ <u>.77</u>	Peak Tanks <u>add for increase depth of 5B. aft +80</u>
CORRECTED DIMENSIONS.	<u>369.65</u>	<u>46.99</u>	<u>26.57</u>	<u>3687</u>

Moulded Depth as measured..... 28'-0"
Addition for Keel below base line for draught record..... 1 $\frac{1}{2}$ " 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>369.65</u>
Length in Table	<u>336.0</u>
Difference	<u>33.65</u>
Correction for 10ft., Table A.	<u>1.4</u> Table C.
× Difference divided by 10	<u>4.71</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<u>2.35</u>
	<u>+ 2$\frac{1}{4}$</u>

CORRECTION FOR IRON DECK.

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>48.0</u>
Round of Beam	<u>12</u>
Normal round.....	<u>12</u>
Difference	<u>÷ 2 =</u>
Proportion of Deck uncovered (Para. 19)	

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

Co-efficient of fineness..... .80
Any modification necessary [Para. 4 (a) to (e)]* CSB
Co-efficient as corrected

Sheer at Stem..... 102
at Sternpost..... 49 $\frac{1}{2}$
 $15\frac{1}{2} \div 2 = 75.75$ Mean

Sheer at $\frac{1}{2}$ of the length from Stem 58
Sternpost 24
 $82 \div 2 = 41.0$ Mean

Gradual mean Sheer..... 74.54
Standard mean Sheer [Table, Para. 18]..... 46.96
Difference..... 27.58
 $27.58 \div 4 = 6.89$ Correction

§ If limited as Para. 18 (f)..... -7

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

Fall in Sheer Para. 18 (d)
Length uncovered.....
Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>3'-8"</u>
Correction for Length, if required (Para. 12, 13, and 14)	
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>6'-2$\frac{1}{2}$"</u>
Difference	<u>2'-6$\frac{1}{2}$"</u>
Percentage as below.....	<u>94.32</u>
	<u>28.75</u>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<u>2'-4$\frac{3}{4}$"</u>
Allowance for Deck Erections	

	Length.	Length allowed.	Height.
Forecastle.....	<u>345.65</u>	<u>345.65</u>	<u>8.0</u>
Bridge House.....	<u>5.0</u>		
† Raised Qr. Dk.....	<u>19.0</u>	<u>19.0</u>	<u>8.0</u>
Poop.....	<u>369.65</u>	<u>364.65</u>	
Total		<u>2.5</u>	
Length of Ship		<u>367.15</u>	
Corresponding percentage (Para. 11, 12, 13, or 14)	<u>94.32</u>	<u>369.65 = 99.32</u>	

Freeboard, Table A	<u>6'-9$\frac{1}{2}$"</u>
Correction for Sheer	<u>-7</u>
	<u>6'-2$\frac{1}{2}$"</u>
Correction for Length	<u>+ 2$\frac{1}{4}$</u>
	<u>6'-4$\frac{3}{4}$"</u>
Allowance for Deck Erections	<u>2'-4$\frac{3}{4}$"</u>
	<u>4'-0"</u>
Correction for Round of Beam.....	
Correction for fall in Sheer (if any).....	
Correction for Iron Deck (if required)	<u>3$\frac{1}{2}$</u>
	<u>3'-8$\frac{1}{2}$"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other Corrections (if any)	

Winter Freeboard	<u>3'-8$\frac{1}{2}$"</u>
Summer Freeboard	<u>3'-3"</u>
Indian Summer Freeboard	<u>2'-9$\frac{1}{2}$"</u>
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 iron deck with side. 1 $\frac{3}{4}$ "

Winter Freeboard from deck line	<u>3'-10$\frac{1}{2}$"</u>
Summer " " "	<u>3'-4$\frac{3}{4}$"</u>
Indian Summer " " "	<u>2'-1$\frac{1}{2}$"</u>
N. A. Winter " " "	
Winter Freeboard	<u>3'-4$\frac{1}{2}$"</u> <i>As a Cargo vessel only</i>
Summer " " "	<u>6</u>
Indian Summer " " "	<u>5$\frac{1}{2}$</u>
N. A. Winter " " "	<u>5$\frac{1}{2}$</u>

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 " " "	

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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 relative to the straight line of keel or to the water line. If measured relative to water line the vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.

An additional mark to be placed on the ship's sides in accordance with the Marking Norm. 2'-6 $\frac{3}{4}$ " below the centre of disc, to correspond to R of I sub-distant moulded depth of 22.5.

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7-FEB 1924

3506-0027

Do all the Frames extend to the top height in the Poop? Yes Raised Quarter Deck? Yes Bridge House? Yes Forecastle? BA frame to top
 To what height do the Reverse Frames extend? 2nd dk, upper + 2nd actually in way of Pile. Ford 3/5L red frame
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? Yes
 Give particulars of the means for closing the openings in Bulkhead
 Is the Poop or Raised Quarter Deck connected with the Bridge House? Yes Has the Bridge House an efficient Bulkhead at the fore end? Yes
 Give particulars of the means for closing the openings in Bulkhead
 What is the thickness of the Bridge Front plating? 1/2" and Coaming plate? 1/2"
 Give scantlings and spacing of the Stiffeners
 Are bracket plates fitted at each end of the Stiffeners? Yes Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? Yes
 Has the Bridge House an efficient Iron Bulkhead at the after end? Yes
 How are the openings closed? 7-9"
 Is the Forecastle at least as high as the main or top-gallant rail? 7-9" Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? Wood frame
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? steel deckhouse
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? Yes
 Give thickness of plating; scantlings and spacing of Stiffeners
 What is the height of the exposed Casings? 7-9" 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:— Yes

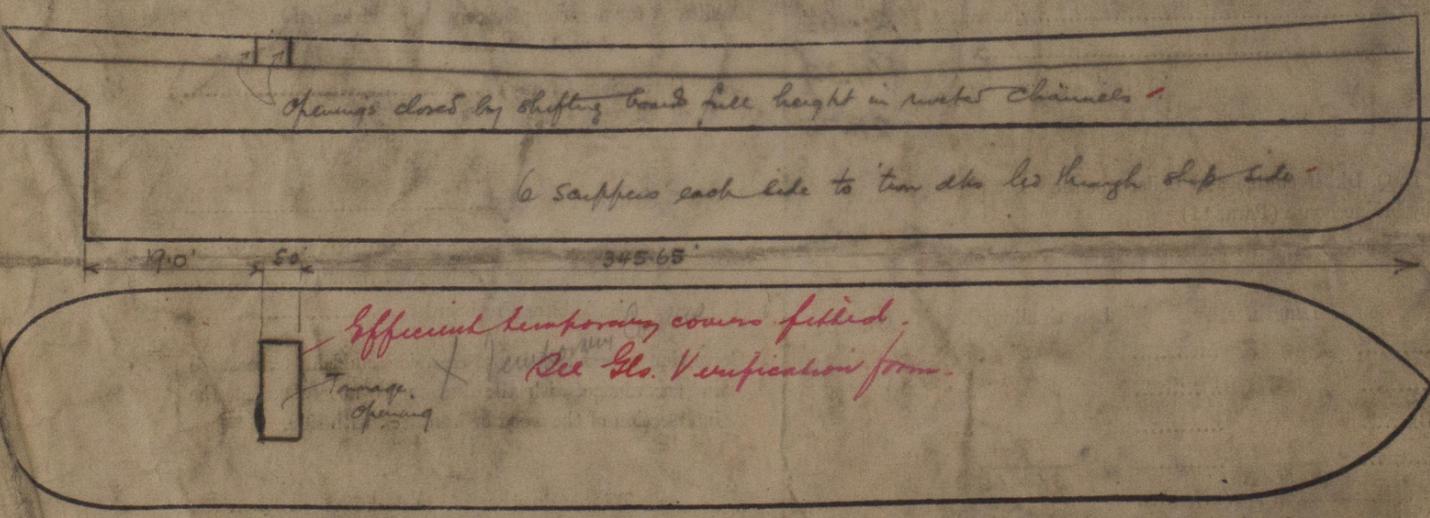
Position and Size.	No. 1. 22.5 x 16.0		No. 2. 28.42 x 16.0		No. 3. 14.21 x 16.0		No. 4. 20.66 x 16.0		No. 5. 20.66 x 16.0	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"	24"	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.
	Thickness	Sides	.44	.44						
		Ends	.44	.44						
SHIFTING BEAMS OR WEB PLATES.	Number	4		5	2		4		4	
	Section and Scantlings	13 x 3/4" x 1/2"	approved	12 x 6/8" x 5/8" H section steel	approved	12 x 6/8" x 5/8" H section steel	approved	12 x 6/8" x 5/8" H section steel	approved	12 x 6/8" x 5/8" H section steel
	Material	3 1/2 x 3/4" x 1/2" steel angles		H section steel						
* FORE AND AFTERS.	Number									
	Section and Scantlings	none		none		none		none		none
	Material									
HATCHES Thickness	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"
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.

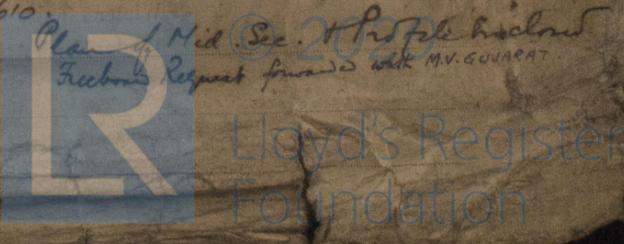
What is the thickness of the Bridge Sheerstrake? 1/2" Strake between Main and Bridge Sheerstrakes? 1/2"
 Delete the words } The Crew are, are not, berthed in the bridge house.
 that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.
 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) = <u> </u> Sq. ft.
				x	
				x	} Total deficiency or excess = <u> </u> Sq. ft.
				x	



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 Passenger & Cargo Vessels
In addition to a freeboard as a Cargo Vessel the Owners desire an alternative load line as a passenger vessel (med. draft approved by Reg. T. = 22'-3" see Lic. letter 29/6/23)
Vessel is sister to M.V. Gujarat same builders No 610.
 Owners Messrs. Andert & Co.
 Address



Received by me