

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 Singapore

Date of Survey

Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>MINDEROO</u>	<u>London</u> <u>British</u>	<u>124994</u>	<u>2720</u>	<u>1909-4</u>	<u>+100A1</u> <u>Shade deck.</u>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>320.2</u>	<u>44.35</u>	<u>18.2</u>	<u>2009.75</u>
Length on LOADLINE.	<u>319.7</u>	Frame Depth $6\frac{1}{2}$ Rule " $\frac{5}{12}$ <u>Green</u> $\frac{1}{2}$ <u>-25</u>	Ceiling + .20 Sheer <u>Tank disp.</u> <u>2" at margin</u> <u>+ .08</u>	Peak Tanks
CORRECTED DIMENSIONS.	<u>319.7</u>	<u>44.10</u>	<u>18.47</u>	<u>2009.75</u>

Co-efficient of fineness..... .77Any modification necessary } C.D.B.
[Para. 4 (a) to (e)]*Co-efficient as corrected75Sheer and 42
Stand 41.97Sheer { Stem..... 63 }
at { Sternpost ... 21 } $84 \div 2 = 42$...MeanSheer at $\frac{1}{4}$ of the length from { Stem 34.5 }
{ Sternpost 11.75 } $46.25 \div 2 = 23.12$...MeanGradual mean Sheer 25.18Standard mean Sheer [Table, Para. 18] 25.18Difference..... 2.06

Correction

§ If limited as Para. 18 (f)

 $\div 4 =$
+ $\frac{1}{2}$ Rise in Sheer { At front of bridge house.....
from amidships { [Para. 18 (e)] { At after end of forecastle
✓Fall in Sheer }
Para. 18 (d) } $\div 2 =$

Length uncovered

Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>1-5$\frac{1}{4}$</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 4$\frac{1}{2}$</u>
	<u>1-9$\frac{3}{4}$</u>
Freeboard by Table A, corrected for shear and for length, if required (Para. 11, 12, 13, and 14)	<u>4-8$\frac{1}{2}$</u>
Difference	<u>2-10$\frac{3}{4}$</u>
Percentage as below.....	<u>35.68%</u>

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

Allowance for Deck Erections -12 $\frac{1}{2}$

	Length.	Length allowed.	Height.
Forecastle.....	<u>38.87</u>	<u>38.87</u>	<u>7-6</u>
Bridge House.....	<u>184.00</u>	<u>92.00</u>	"
Raised Qr. Dk.....			"
Poop.....	<u>46.83</u>	<u>43.83</u>	<u>7-6</u>
Total		<u>174.70</u>	<u>= 546</u>
Length of Ship		<u>319.7</u>	
Corresponding percentage } (Para. 11, 12, 13, and 14) }	<u>35.68%</u>		

Moulded Depth as measured..... 20 $\frac{1}{6}$ "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..... 319.7Length in Table 246.0Difference 73.7Correction for 10ft., Table A. 1.2Table C. .6 \times Difference divided by 10 8.84(if required.) 4.42If $\frac{1}{10}$ ths length covered divide by 2 + 8 $\frac{3}{4}$ "+ 4 $\frac{1}{2}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered 546Thickness of usual wood deck, less stringer 3 $\frac{1}{2}$ "- 2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 43 $\frac{1}{11}$ "Round of Beam 11Normal round..... 11Difference $\div 2 =$

Proportion of Deck uncovered (Para. 19)

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

Freeboard, Table A 3'-11 $\frac{3}{4}$ "Correction for Sheer + $\frac{1}{2}$ "Correction for Length + 8 $\frac{3}{4}$ "Allowance for Deck Erections - 1'-0 $\frac{1}{2}$ "Correction for Round of Beam..... ✓Correction for fall in Sheer (if any)..... ✓Correction for Steel Deck (if required) - 2"Additions for non-compliance with provisions of {
Para. 11 (d) and (e) }

Other Corrections (if any)

Winter Freeboard 3'-6 $\frac{1}{2}$ "Summer Freeboard 3-3Indian Summer Freeboard 2-11 $\frac{1}{2}$ "N. A. Winter Freeboard 3-8 $\frac{1}{2}$ "

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, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc	<u>8"</u>	Tropical Fresh Water Freeboard	<u>2'-6$\frac{3}{4}$"</u>
Fresh Water Line	<u>4$\frac{1}{2}$"</u>	Fresh Water	<u>2'-10$\frac{1}{4}$"</u>
Tropical Line	<u>3$\frac{1}{2}$"</u>	Tropical	<u>2'-11$\frac{1}{4}$"</u>
Winter Line below	<u>3$\frac{1}{2}$"</u>	Winter	<u>3'-6$\frac{3}{4}$"</u>
Winter North Atlantic Line	<u>5$\frac{1}{2}$"</u>	Winter North Atlantic	<u>3'-8$\frac{1}{2}$"</u>

14 SEP 1932

1m.6.32.

F.W. allowance 5170
2808 x 40 = 460

MARKING FORM

RECEIVED

9 APR 1934

MARKING FORM

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Lloyd's Register
Foundation

MS37-0202