

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 WellingtonDate of Survey 1/9/32

Name of Surveyor _____

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>S.S. KARTIGI</u>	<u>Wellington</u> <u>British</u>	<u>151503</u>	<u>2346.59</u> ✓	<u>1925-7</u>	<u>+100A1.</u>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>280</u>	<u>44.30</u>	<u>18.9</u>	<u>1950.09</u>
Length on LOADLINE.	<u>280</u>	Frame Depth <u>7'</u> Rule <u>5</u> $2 \times 2 = .33$ <u>Sparring fitted</u>	Ceiling <u>fitted</u> Sheer <u>+ .24</u> <u>Lo Tank Top</u> <u>19.08</u>	Peak <u>inclu.</u> Tanks Rise aft <u>+ 11</u>
CORRECTED DIMENSIONS.	<u>280</u>	<u>43.97</u>	<u>19.32</u>	<u>1961.09</u>

Co-efficient of fineness..... 824
Any modification necessary } 02 C.R.B.
[Para. 4 (a) to (e)]*
Co-efficient as corrected 80

Sheer { Stem..... 60 } 93 $\div 2 = 46.5$...Mean
at { Sternpost ... 33 }
Sheer at $\frac{1}{2}$ of the length from { Stem 33 } 51.7 $\div 2 = 25.85$...Mean
{ Sternpost 18.4 } $\div 55 = 46.59$
Gradual mean Sheer 46.55
Standard mean Sheer [Table, Para. 18] 38.00 Correction
Difference..... 8.55 $\div 4 = 2.14$
§ If limited as Para. 18 (f) - 2.14

Rise in Sheer { At front of bridge house..... -
from amidships {
[Para. 18 (e)] { At after end of forecastle -
Fall in Sheer } $\div 2 =$
Para. 18 (d) }
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 1-7 $\frac{3}{4}$
Correction for Length, if required (Para. 12, 13, and 14) + 1 $\frac{1}{2}$
1-9 $\frac{1}{4}$
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } 4-4 $\frac{1}{2}$
Difference 2-7 $\frac{1}{4}$
Percentage as below..... 33.04%
10.33

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections - 10 $\frac{1}{4}$

	Length.	Length allowed.	Height.
Forecastle.....	<u>29-4$\frac{1}{2}$</u>	<u>29.37</u>	<u>7-6</u>
TRUNK I			
Bridge House.....	<u>144</u> \times <u>246</u> \times <u>24.0</u> \times <u>80</u>	<u>29.27</u>	<u>2-9</u>
TRUNK II			
+ Raised Q. Dk.....	<u>26</u> \times <u>246</u> \times <u>20.44</u> \times <u>80</u>	<u>4.50</u>	<u>2-9</u>
Poop.....	<u>80.72</u>	<u>80.62</u>	<u>7-6</u>
Total	<u>280</u>	<u>143.76</u>	<u>= 513</u>
Length of Ship		<u>280</u>	
Corresponding percentage (Para. 11, 12, 13, or 14)			<u>33.04%</u>

Moulded Depth as measured..... 21-1 $\frac{1}{2}$

Addition for Keel below base line for draught record..... 1 $\frac{3}{4}$ 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..... 280
Length in Table 253.5
Difference 26.5
Correction for 10ft., Table A. 1.2 Table C. - 6
 \times Difference divided by 10 3.18 (if required.) 1.59
If $\frac{1}{10}$ ths length covered divide by 2 + 3 $\frac{1}{4}$ + 1 $\frac{1}{2}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered P.F. + Trunk.
Thickness of usual wood deck, less stringer 3 $\frac{1}{2}$
- 3 $\frac{1}{2}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 44
Round of Beam 11
Normal round..... 11
Difference ✓ $\div 2 =$
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 4-3 $\frac{1}{2}$
Correction for Sheer - 2 $\frac{1}{4}$
4-1 $\frac{1}{4}$
Correction for Length + 3 $\frac{1}{4}$
4-4 $\frac{1}{2}$
Allowance for Deck Erections - 10 $\frac{1}{4}$
3-6 $\frac{1}{4}$
Correction for Round of Beam..... -
Correction for fall in Sheer (if any)..... -
Correction for Steel Deck (if required) - 3 $\frac{1}{2}$
3-2 $\frac{3}{4}$
Additions for non-compliance with provisions of {
Para. 11 (d) and (e) }
Other Corrections (if any)

Winter Freeboard 3-2 $\frac{3}{4}$
Summer Freeboard 2-11 $\frac{3}{4}$
Indian Summer Freeboard 2-8 $\frac{3}{4}$
N. A. Winter Freeboard 3-4 $\frac{3}{4}$

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 " " " "

J. M. M.
5-11-32

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	8	Tropical Fresh Water Freeboard ...	2-11 $\frac{3}{4}$
Fresh Water Line " " ...	5	Fresh Water " " ...	2-3 $\frac{3}{4}$
Tropical Line " " ...	3	Tropical " " ...	2-6 $\frac{3}{4}$
Winter Line below " " ...	3	Winter " " ...	2-8 $\frac{3}{4}$
Winter North Atlantic Line " " ...	5	Winter North Atlantic " " ...	3-2 $\frac{3}{4}$

$$FWL = \frac{5084}{2576 \times 40} = 4.93$$

114 DEC 1931
RECEIVED

MARKING FORM
RECEIVED 1 NOV 1933

MARKING FORM
RECEIVED 13 FEB 1933

8 NOV 1932

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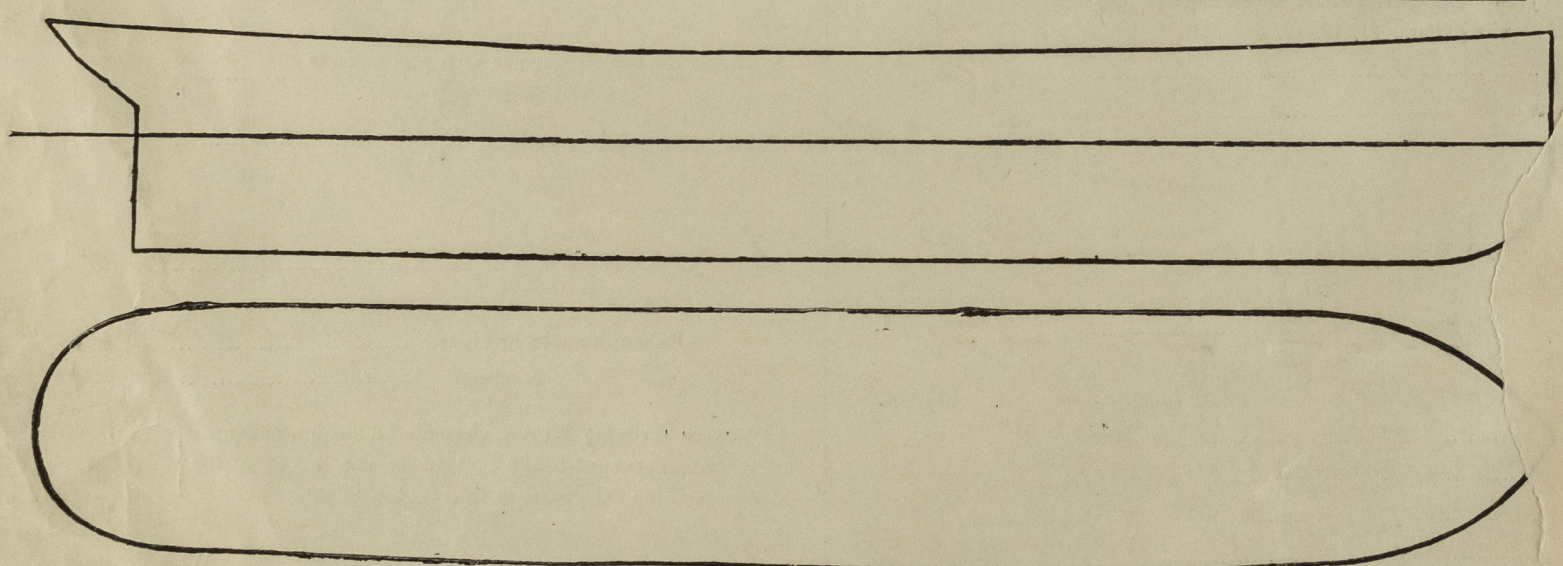
Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle?
To what height do the Reverse Frames extend?
Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?
Give particulars of the means for closing the openings in Bulkhead
Is the 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? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?
Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse?
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? Are suitable means provided for closing all openings in them in bad weather?
Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of the Rules? Give particulars below:—

Position.										
Size.										
COAMING. Height above top of DECK										
Thickness { Sides.....										
{ Ends.....										
SHIFTING BEAMS OR WEB PLATES. Number										
Section and Scantlings										
Material										
* FORE AND AFTERS. Number										
Section and Scantlings										
Material										
HATCHES Thickness										
Remarks.....										

NOTE.
Key

* 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 keel 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 = Sq. ft.
(each side of vessel)
Total deficiency or excess = Sq. ft.



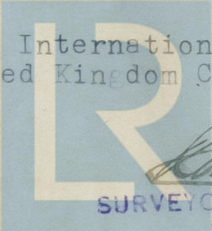
Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel
Builder's name and yard number
Names of sister vessels
Owners
Address
Fee £ : : Received by me

NOTE.

The Owners specially desire an International Load Line Certificate for this vessel and not a United Kingdom Certificate.

Regd already sent


Samuel Wilson
SURVEYOR TO LLOYD'S REGISTER
WELLINGTON - N.Z.

002249-002259-0149 $\frac{1}{2}$