

Primary
31893
Rpt. 11b.

Index No. 31893
(For London Office only.)

Floyd's Register of Shipping.
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICLES 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.

Norris Charles Hill Sons' yard No 158.

Port of Survey *Buena Vista*
Date of Survey *May 31st 1926*
Name of Surveyor *John L. Ewing*

Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
S/S MORVAH	Bombay British	148206	231.8	1926.	+100A1 British Steamers Union

Registered dimensions from Ship's Register.	LENGTH. 128 . 8	BREADTH. X 20 . 30	DEPTH. * 7 . 5	UNDER DECK TONNAGE. ✓ 176.12
Length on LOADLINE.	128'-9"	Frame Depth $\frac{1}{2}$ Rule " $\frac{3}{\cancel{x_2} = .08 \quad \frac{1}{2}}$	Ceiling $\frac{(12)}{\cancel{22}}$ Sheer ← .05 Depth floors } 8.00	Peak 10-0 Tanks 20-0 Deck 10-0 (2+4) 28-0
*CORRECTED DIMENSIONS.	128.75.	20 .33 .40	7.95	176.12

Moulded Depth as measured..... $8'-9''$
 Rule wood 8' less 8".
 $\frac{2\frac{3}{4}}{8'-6\frac{1}{4} \text{ tons.}}$
 Addition for Keel below base line
 for draught record..... $5\frac{1}{2}$inches.

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

Co-efficient of fineness..... . 85

Any modification necessary }
[Para. 4 (a) to (e)]* }

Co-efficient as corrected 82 (Highest in Table)

* Obtained by phone from Board of Trade
* Amended by phone message from Board of Trade 2.6.26. 5-6-26.

CORRECTION FOR LENGTH.			
Length of Ship on Loadline.....	128.75	'	
Length in Table	<u>102.25</u>		
Difference	26.50	'	
Correction for 10ft., Table A. ....	.8	Table C.	.4
× Difference divided by 10	2.12	(if required.)	1.06
If $\frac{6}{10}$ ths length covered divide by 2	+ 2"		+ 1" ✓

Sheer { Stem..... 29° } $47^{\circ} \div 2 = 23.5^{\circ}$...Mean
 at { Sternpost .. 18° }
~~+ 39° A. 22~~
 Sheer at $\frac{1}{2}$ of the length from { Stem 14° } $23^{\circ} \div 2 = 11.5^{\circ}$...Mean
 { Sternpost 9° } ~~+ 39° A. 22~~ $\div .55 = 20.91$
 Gradual mean Sheer 11.50
 Standard mean Sheer [Table, Para. 18] 13.73
 Difference..... $2.23 \div 4 = .56$ Correction
 § If limited as Para. 18 (f) $+\frac{1}{2}''$ ✓

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered	Allowed in Mds. Depth reduced.
Thickness of usual wood deck, less stringer	

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	20' 3"	
Round of Beam	5'	
Normal round.....	5'	
Difference	✓	÷ 2 =.....
Proportion of Deck uncovered (Para. 19)		✓

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

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ALLOWANCE FOR DECK ERECTIONS:—	
Freeboard, Table C.....	0' - 2"
Correction for Length, if required (Para. 12, 13, and 14)	+ 1"
	<hr/> 0' - 3"
Freeboard by Table A. corrected for sheer and for length, }	1' - 4½"
if required (Para. 12, 13, and 14) }	<hr/> 1' - 1½"
Difference	
Percentage as below.....	22.98%
	<hr/> 310

Freeboard, Table A	1' - 2½"
Correction for Sheer	+ 0½"
	<hr/>
	1' - 3"
Correction for Length	+ 2"
	<hr/>
	1' - 5"
Allowance for Deck Erections	- 3"
	<hr/>
	1' - 2"
Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any).....	✓
Correction for Iron Deck (if required)	✓
Additions for non-compliance with provisions of { Para. 11 (d) and (e) ‡	{ } ✓
Other Corrections (if any)	✓

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	✓
Allowance for Deck Erections	- 3'

Winter Freeboard		1' = 2"
Summer Freeboard	1 1/4"	1' = 0 3/4"
Indian Summer Freeboard		-
N. A. Winter Freeboard		-

	Length.	Length allowed.	Height.
Forecastle.....	15'-7" $\times \frac{2.5}{8} =$	6.49	2'-6"
Bridge House			
† Raised Qr. Dk.....	39'-9"	39.75	3'-3"
Poop.....			
Total		<u>46.24</u>	
Length of Ship	128'-9"	128.75	3.3591
Corresponding percentage }			2.873
(Para. 11, 12, 13, 14) }	22.98%		eighteen

Correction necessary because clearside amidships, measured }
in accordance with the Statute is not taken at the } 3/4"
intersection of the ~~wooden~~ iron deck with side.

Winter Freeboard from deck line	1' - 2 3/4"
Summer " " " "	1' - 1 1/2"
Indian Summer " " "	✓
N. A. Winter " " " "	✓

FREEBOARD recommended amidships from centre of Disc to top of Statutory D

Fresh Water Line	above	centre of Disc	
Indian Summer Line	"	"	"
Winter Line	below	"	"
Winter North Atlantic Line	"	"	"

Deck Line, Wood (Iron) Deck :—	...	...	...	...	...	...	...
...
...
...
...
...

Handwritten notes on the right side of the page:

- 1' - 1 1/2"
- 2"
- 1 1/2"
- ✓

Handwritten signature: *SK*

‡ 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 amidships beam.

§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having pops 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 survey, and also the usual load draft forward and aft should be reported.

MARKING FORM
RECEIVED 5/6/26

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