

Foreign Vessel.

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP

having Poop, Bridge and Forecastle disconnected

Port of Survey Humberland
 Date of Survey during construction
 Name of Surveyor J. Ballert

State type of erections.

Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
<u>"Oibergen"</u>	<u>4767</u>	<u>✓</u>	<u>Rotterdam Dutch</u>	<u>1914</u>	<u>B.D.*</u>

Registered Length as shown by Ship's Register	<u>385</u>	Breadth	<u>52.1</u>	Depth	<u>27.2</u>
Length on Loadline	<u>384.83</u>	Sheer Correction	<u>1.0</u>		
Breadth	<u>51.10</u>				
					<u>28.2</u>
					<u>21</u>
					<u>28.41</u>

Moulded Depth as measured 29'-6"

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

Depth 28.41 Tons Und. Dk. × 100
 Tonnage of Raised Deck 4500.74
4522.74 Tonnage in Peaks

CORRECTION FOR LENGTH.

Length of Ship on Loadline	<u>384.83</u>
Length in Table	<u>354</u>
Difference	<u>30.83</u>
Correction for 10 ft., Table A.	<u>3.083 × 1.5</u>
Table C.	<u>3.083 × .8</u>
× Difference divided by 10	(if required.)
If $\frac{1}{10}$ ths length covered by erections divide by 2	<u>4 $\frac{5}{8}$</u> <u>2 $\frac{1}{2}$</u>

Co-efficient of fineness .81
 Any modification necessary [Para. 4 (a) to (e)]* .02 D.B.
 Co-efficient as corrected .79

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered	<u>509</u>
Thickness of usual wood deck, less stringer	<u>allow 1 $\frac{3}{8}$</u>

Sheer at Stem 109 } 164 ÷ 2 = 82 Mean
 at Stern-post 55 }
 Sheer at $\frac{1}{3}$ of the length from Stem 62 } 93 = 46 $\frac{1}{2}$ = 84 $\frac{1}{2}$
 Stern-post 31 } 55 =
 Gradual Mean Sheer 83 $\frac{1}{4}$
 Standard Sheer (Table, Para. 18) 48 $\frac{1}{2}$ Correction
 Difference 34 $\frac{3}{4}$ ÷ 4 = 8 $\frac{3}{4}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships	<u>50</u>
Round of Beam	<u>12 $\frac{1}{2}$</u>
Normal round	<u>12 $\frac{1}{2}$</u>
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.

Rise in sheer } At front of bridge house
 from amidships } At after end of fore-castle
 Fall in sheer ÷ 2 = ✓

Freeboard, Table A.	<u>7-5 $\frac{1}{2}$</u>
Correction for Sheer	<u>8 $\frac{3}{4}$</u>
Correction for Length	<u>6-8 $\frac{3}{4}$</u>
Allowance for Deck Erections	<u>4 $\frac{3}{8}$</u>
Correction for Round of Beam	<u>7-1 $\frac{3}{8}$</u>
Correction for Iron Deck (if required)	<u>10 $\frac{1}{2}$</u>
Other Corrections (if any)	<u>6-2 $\frac{3}{8}$</u>
Winter Freeboard	<u>6-1</u>
Summer Freeboard	<u>5-4 $\frac{3}{4}$</u>
Indian Summer	
N. A. Winter Freeboard	
Correction necessary because clearside amidships measured in accordance with the Statute is not taken at the intersection of the deck with side	<u>1 $\frac{1}{2}$</u>
Winter Freeboard from deck line §	<u>6-2 $\frac{1}{2}$</u>
Summer " " " "	<u>5-9 $\frac{1}{4}$</u>
Indian Summer " " " "	
N.A. Winter " " " "	

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C	<u>4-2 $\frac{3}{4}$</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>2 $\frac{1}{2}$</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>4-1 $\frac{3}{8}$</u>
Difference	<u>2-8 $\frac{1}{8}$</u>
Percentage as below	<u>32.72</u>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house	<u>10.2</u>
Allowance for Deck Erections	<u>10 $\frac{1}{2}$</u>

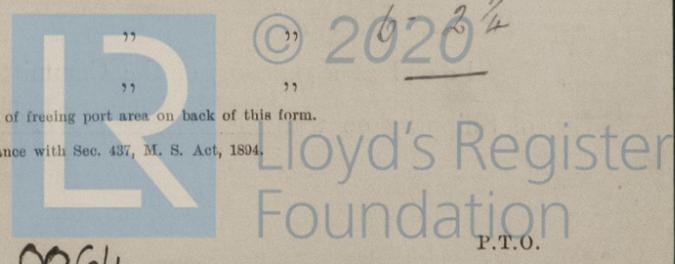
	Length.	Length allowed.	Height.
Fore-castle	<u>41.3</u>	<u>39.90</u>	<u>7'-6"</u>
Bridge House	<u>119' 11"</u>	<u>119.66</u>	"
† Raised Qr. Dk.			
Poop	<u>36'-6"</u>	<u>36.33</u>	"
Total		<u>195.89</u>	<u>509</u>
Length of Ship		<u>384.83</u>	
Corresponding percentage (Para. 11, 12, 13, or 14)		<u>32.72</u>	

FREEBOARD recommended amidships from centre of disc to top of Statutory Deck Line, ~~Wood~~ (Iron) Deck:—

Fresh Water Line	<u>6 $\frac{3}{4}$</u> ins. above centre of Disc.	Corresponding Freeboard	<u>5-9"</u>
Indian Summer Line	<u>5 $\frac{1}{4}$</u> " " " "	"	<u>5-2 $\frac{1}{4}$</u>
Winter Line	<u>5 $\frac{1}{4}$</u> " below " "	"	<u>5-3 $\frac{3}{4}$</u>
Winter North Atlantic Line	" " " "	"	<u>6-2 $\frac{1}{4}$</u>

* 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.

‡ State dimensions of freeing port area on back of this form.
 § Marked in accordance with Sec. 437, M. S. Act, 1894.



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DELETE WORDS WHICH DO NOT APPLY.

The Crew *are, are not*, berthed in the Bridge house.

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	=	Sq. ft.
×		×		×			

Total excess deficiency = Sq. ft.

If the sill of the lowest side scuttle would 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.

Do all the Frames extend to the top height in the Poop? *yes*

Do. do. do. Raised Quarter Deck? *yes*

Do. do. do. Bridge House? *yes*

Do. do. do. Forecastle? *yes*

To what height do the Reverse Frames extend? *B. W. Framing*

Has the Poop ~~or Raised Quarter Deck~~ an efficient Iron Bulkhead at the fore end? *yes*

How are the openings closed? *Weatherboards full height in riveted channels.*

Is the Poop ~~or Raised Quarter Deck~~ connected with the Bridge House? *no*

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deck House? *yes*

If the openings are not so protected, are the exposed parts of the Casings efficiently constructed? *✓*

What is their height? *✓*

Are suitable means provided for closing all openings in exposed Casings in bad weather? *✓*

Has the Bridge House an efficient Bulkhead at the fore end? *yes*

How are the openings closed? *Hinged Steel Doors.*

Give thickness of Bridge Front plating *1/8" Coaming plate 3/40 Stiffeners 8x3 x 20/40 spaced 24" bracketted top and bottom*

Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*

How are the openings closed? *Weatherboards full height in riveted channels*

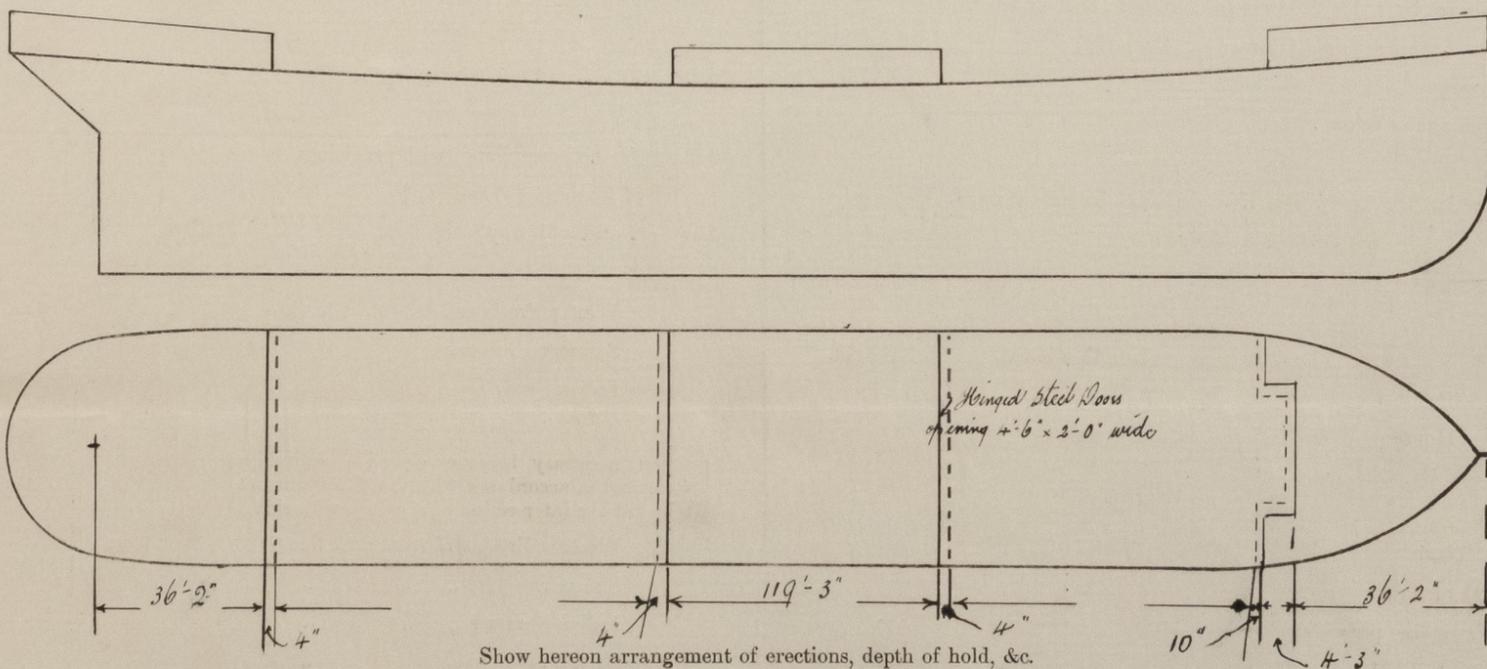
Is the Forecastle at least as high as the main or top-gallant rail? *yes*

Has the Forecastle an efficient Iron ~~or Wood~~ Bulkhead at its after end? *yes*

Are the Weather Deck Hatchways efficiently constructed and at least equal to the Rule requirements? *yes*

What is the thickness of the Hatches? *3"* State the height of the Coamings in Fore Well *49" 45"* In After Well *46" 24"*

State any special features in the construction of the Vessel



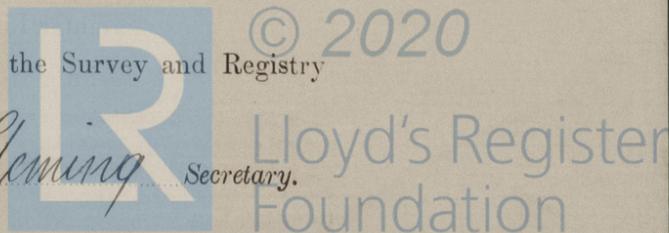
Show hereon arrangement of erections, depth of hold, &c.

The Freeboards, as stated on the other side, being in accordance with the Tables, it is submitted that the same be assigned.

(Sd/) J. J. H. Chief Surveyor.

Passed at a meeting of the Committee of Management of the British Corporation for the Survey and Registry of Shipping on the *8th April 1914*

(Sd/) John Fleming Secretary.



Erborgen
Spore Refery List.
John