

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP

having *Shelter Deck*

Port of Survey *Dundee*
 Date of Survey *During Construction*
 Name of Surveyor *J. J. Gordon*

Now Demages

State type of erections.

Standard C.7.

Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
<i>s.s. "Max Leven"</i> <i>Calcutta No. 265</i>			<i>London British</i>		<i>B.S. Contemplated</i>

Registered Length as shown by Ship's Register	<i>240.6'</i>	Breadth <i>38.15'</i>	Depth <i>16.2'</i>
Length on Loadline	<i>240.0"</i>	Sheer Correction	<i>15.38'</i>
Breadth	<i>38.0"</i>		

Moulded Depth as measured *18.0' to upper deck*
26.0 to Shelter "

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

Depth *18.0' to upper deck*
 Tons Und. Dk. $\times 100$
 Tonnage in Peaks

$\frac{59}{2} = 29.5$
 $\frac{26}{2} = 13$
 $D = 18.5$
 $\frac{72.8}{12} = 6.07$
 $\frac{7.5}{12} = 0.625$
 $\frac{33 \times 2}{12} = 5.5$

$\frac{1099.56}{3} = 366.52$
 $\frac{1096.56 \times 100}{270 \times 37.83 \times 15.38} = 7.6$

CORRECTION FOR LENGTH.

Length of Ship on Loadline	<i>270</i>
Length in Table	<i>216</i>
Difference	<i>54</i>

Correction for 10 ft., Table A. $\frac{5.4 \times 1.1}{10} = 0.594$ Table C. $\frac{5}{10} = 0.5$
 × Difference divided by 10 (if required)
 If $\frac{1}{10}$ ths length covered by erections divide by 2 = $\frac{6.2 \times 3}{2} = 9.3$

CORRECTION FOR IRON DECK.

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships	<i>38'</i>
Round of Beam	$\frac{9\frac{1}{2}}{2} = 4.75$
Normal round	$\frac{9\frac{1}{2}}{2} = 4.75$
Difference	$\frac{4.75}{2} = 2.375$
Proportion of Deck uncovered (Para. 19)	$\frac{2.375}{2} = 1.1875$

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

Co-efficient of fineness
 Any modification necessary } *0.70*
 [Para. 4 (a) to (e)]* } *-0.02 D. Britan*
 Co-efficient as corrected } *0.68*

Sheer at $\frac{1}{4}$ of the length from
 Stem *S.D. 84 1/4* U.D. *9 1/2*
 Stern-post *38 1/2* $\frac{9.5}{2} = 4.75$ Mean

$\frac{29.5}{36} = 0.82$

Gradual Mean Sheer *7.5*
 Standard Sheer (Table, Para. 18) *37.0*
 Difference *29.5* $\div 4 = 7.375$

Rise in sheer } At front of bridge house
 from amidships } At after end of forecastle
 Fall in sheer $\div 2 =$

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C *e. 68 + 18.0* $10'$
 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) } *3-8 3/8*
 Difference *2-10 3/8*
 Percentage as below *94.2*
 Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house }
 Allowance for Deck Erections *2-8 3/8*

Freeboard, Table A.	<i>e. 68 + 18.0</i>	$\frac{3.1}{2} = 1.55$
Correction for Sheer	$\frac{7.375}{2} = 3.6875$	$\frac{3.1}{2} = 1.55$
Correction for Length	$\frac{9.3}{2} = 4.65$	$\frac{3.1}{2} = 1.55$
Allowance for Deck Erections	$\frac{2.875}{2} = 1.4375$	$\frac{3.1}{2} = 1.55$
Correction for Round of Beam	$\frac{1.1875}{2} = 0.59375$	$\frac{3.1}{2} = 1.55$
Correction for Iron Deck (if required)	$\frac{3.2}{2} = 1.6$	$\frac{3.1}{2} = 1.55$
Winter Freeboard	$\frac{11.2}{2} = 5.6$	$\frac{3.1}{2} = 1.55$
Summer Freeboard	$\frac{9}{2} = 4.5$	$\frac{3.1}{2} = 1.55$
Indian Summer	$\frac{11.2}{2} = 5.6$	$\frac{3.1}{2} = 1.55$
N. A. Winter Freeboard	$\frac{11.2}{2} = 5.6$	$\frac{3.1}{2} = 1.55$
Correction necessary because clearside amidships measured in accordance with the Statute is not taken at the intersection of the deck with side	$\frac{1.2}{2} = 0.6$	$\frac{3.1}{2} = 1.55$
Winter Freeboard from deck line §	$\frac{18.0}{2} = 9.0$	$\frac{3.1}{2} = 1.55$
Summer " " " "	$\frac{17.35}{2} = 8.675$	$\frac{3.1}{2} = 1.55$
Indian Summer " " " "	$\frac{17.35}{2} = 8.675$	$\frac{3.1}{2} = 1.55$
N.A. Winter " " " "	$\frac{17.35}{2} = 8.675$	$\frac{3.1}{2} = 1.55$

	Length.	Length allowed.	Height.
Forecastle	<i>244</i>		<i>8.0</i>
Bridge House			<i>8.0</i>
† Rained Q. Dk.		$\frac{270 - 266}{2} = 22$	
Poop	<i>22</i>		
Total	<i>266</i>	$266 + 22 = 288$	$\frac{288}{270} = 99.25$
Length of Ship		<i>270</i>	
Corresponding percentage (Para. 11, 12, 13, and 14)			<i>94.2%</i>

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

Fresh Water Line	<i>4 1/2"</i>	ins. above centre of Disc.	Corresponding Freeboard
Indian Summer Line	<i>2 1/2"</i>	" " " "	"
Winter Line	<i>2 1/2"</i>	below " " " "	"
Winter North Atlantic Line	<i>4 1/2"</i>	" " " "	"

* If the frames, skin, planking or ceiling are of unusual thickness the breadth of vessel 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.

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			<i>None</i>	=	✓	Sq. ft.
Area of Freeing Ports required by Para. 11 (e) each side of vessel				=	✓	Sq. ft.
Ft. Tenth.	Ft. Tenth.	No.	} Freeing Ports each side of vessel	=	✓	Sq. ft.
×	×	×				
×	×	×		=		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? ✓
 Do. do. do. Raised Quarter Deck? ✓
 Do. do. do. Bridge House? ✓
 Do. do. do. Forecastle? ✓

To what height do the Reverse Frames extend? *None*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? ✓

How are the openings closed? ✓

Is the Poop or Raised Quarter Deck connected with the Bridge House? ✓

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? ✓

How are the openings closed? ✓

Give thickness of Bridge Front plating ✓ Coaming plate ✓ Stiffeners - spaced ✓ bracketted ✓

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? ✓

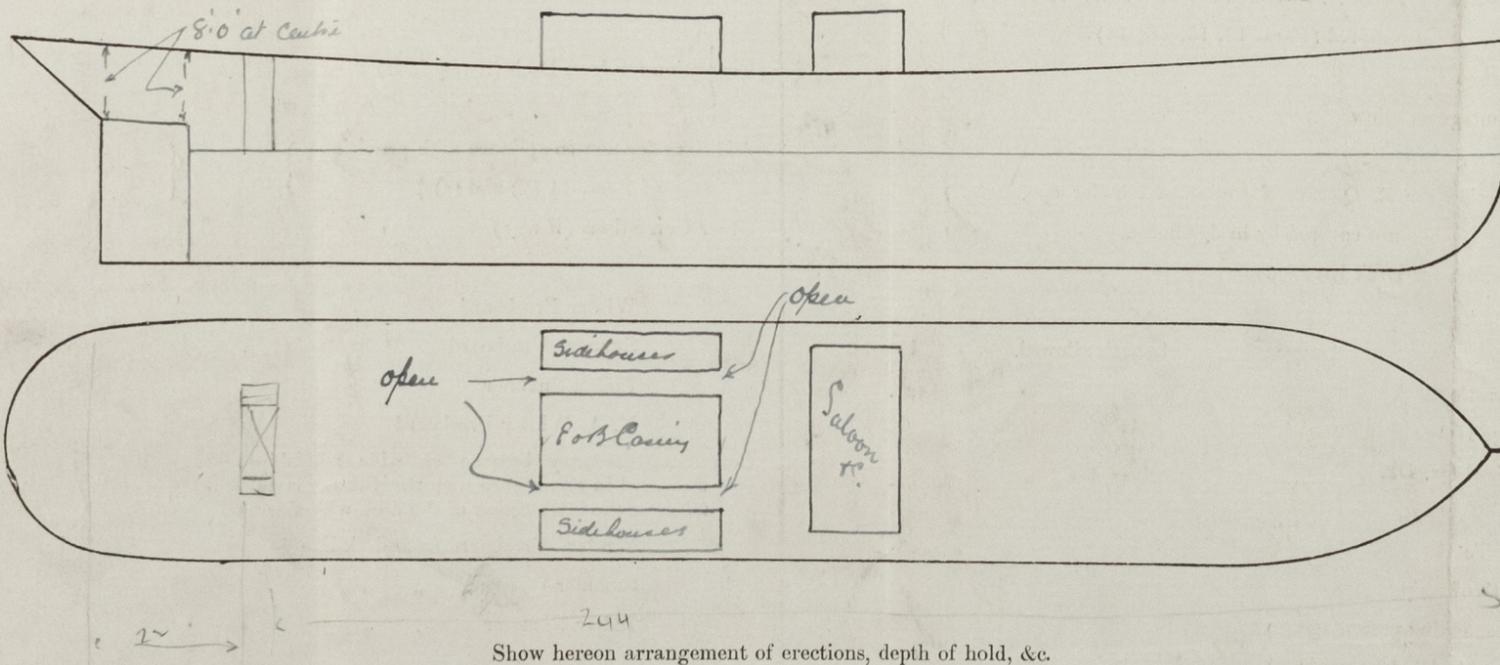
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? ✓

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 *3' 2"* *forward* Aft Well *3' 2"*

State any special features in the construction of the Vessel

Calcutta City
Prabhunary Subbaram



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

Chief Surveyor.

Passed at a meeting of the Committee of Management of the British Corporation for the Survey and Registry of Shipping on the