

B.T. Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Index No. 33408  
(For London Office only.)

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  
Date of Survey 8.10.32.  
Name of Surveyor

Ship's Name *now Indian Importer* Port of Registry and Nationality *Bombay* Official Number *161119* Gross Tonnage *5191* Date of Build. *1929* Particulars of Classification. *+100 A1.*  
*Comedian*  
Number in Register Book *Bombay*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	395.5	52.55	28.0	4720.8 British 4558.29 <i>avg</i>
Length on LOADLINE.	393.92	Frame Depth 10 Rule $2 \times \frac{6}{4} = -66$	No Ceiling +20 Sheer +.97	Peak Tanks
CORRECTED DIMENSIONS.	393.92	51.89	29.17	4558.29

Co-efficient of fineness..... 76  
Any modification necessary { Para. 4 (a) to (e)]\* } *Sloping Double Bottom*  
Co-efficient as corrected ..... 76

Sheer { Stem..... 118 } 171 ÷ 2 = 85.5 ... Mean  
at { Sternpost ... 53 }  
Sheer at  $\frac{1}{2}$  of the length from { Stem 64 } 93 ÷ 2 = 46.5 ... Mean  
{ Sternpost 29 } 55 = 84.54  
Gradual mean Sheer ..... 84.54  
Standard mean Sheer [Table, Para. 18] ..... 49.39 Correction  
Difference..... 35.15 ÷ 4 = 8.79  
§ If limited as Para. 18 (f) ..... -8 $\frac{3}{4}$

Rise in Sheer { At front of bridge house.....  
from amidships { At after end of forecastle .....

Fall in Sheer {  
Para. 18 (d) } ÷ 2 =  
Length uncovered ..... ✓ Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 4-7  
Correction for Length, if required (Para. 12, 13, and 14) ..... + 2 $\frac{1}{4}$   
4-9 $\frac{1}{4}$   
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } 7-4  
Difference ..... 2-6 $\frac{3}{4}$   
Percentage as below..... 33.6%  
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.....	39.92	39.92	7-11 $\frac{1}{2}$
Bridge House .....	128.00	127.47 126.27	"
† Raised Q. Dk.....	✓	37.25	"
Poop.....	37.5	37.25	"
Total .....		204.64	51 $\frac{1}{2}$
Length of Ship .....		393.92	
Corresponding percentage { Para. 11, 12, 13, or 14 } 33.6% 33.6%			

Moulded Depth as measured..... 30'-6"  
Addition for Keel below base line for draught record..... 2 $\frac{1}{2}$  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..... 393.92  
Length in Table ..... 366.00  
Difference ..... 27.92  
Correction for 10ft., Table A. .... 1.5 Table C. .8  
× Difference divided by 10 ..... +4.18 (if required.) 2.23  
If  $\frac{1}{10}$ ths length covered divide by 2 + 4 $\frac{1}{4}$  + 2 $\frac{1}{4}$ "

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... .52  
Thickness of usual wood deck, less stringer ..... 3 $\frac{1}{2}$ " - 1 $\frac{3}{4}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 52'  
Round of Beam ..... 13"  
Normal round..... 13"  
Difference ..... ✓ ÷ 2 = .....  
Proportion of Deck uncovered (Para. 19) ..... ✓

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

Freeboard, Table A ..... 7-8 $\frac{1}{2}$   
Correction for Sheer ..... - 8 $\frac{3}{4}$   
6-11 $\frac{3}{4}$   
Correction for Length ..... + 4 $\frac{1}{4}$   
7-4  
Allowance for Deck Erections ..... - 10 $\frac{1}{4}$   
6-5 $\frac{3}{4}$   
Correction for Round of Beam.....  
Correction for fall in Sheer (if any).....  
Correction for Steel Deck (if required) ..... - 1 $\frac{3}{4}$   
6-4  
Additions for non-compliance with provisions of }  
Para. 11 (d) and (e)† } ✓  
Other Corrections (if any) ..... ✓

Winter Freeboard ..... 6-4  
Summer Freeboard ..... 5-10 $\frac{1}{2}$   
Indian Summer Freeboard ..... 5-5  
N. A. Winter Freeboard ..... ✓

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. } N.L.

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 ...	12 $\frac{1}{4}$ "	Tropical Fresh Water Freeboard ...	5'-10 $\frac{1}{4}$ "
Fresh Water Line " " " " ...	6 $\frac{3}{4}$ "	Fresh Water " " " " ...	4'-10"
Tropical Line " " " " ...	5 $\frac{1}{2}$ "	Tropical " " " " ...	5'-3 $\frac{1}{2}$ "
Winter Line below " " " " ...	5 $\frac{1}{2}$ "	Winter " " " " ...	5'-4 $\frac{1}{4}$ "
Winter North Atlantic Line " " " " ...	✓	Winter North Atlantic " " " " ...	6'-3 $\frac{1}{4}$ "

11 OCT 1932

005453-005461-0156

6 JAN 1938 F.W. 11383 40.41.8 = 6 $\frac{3}{4}$

MARKING FORM 12 FEB 1935 RECEIVED 18 OCT 1932