

11b.

Index No. 28935
(For London Office only.)

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 Marseilles
Date of Survey 5/10/32
Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>Mont Agel</u>	<u>Marseilles</u> <u>French</u>	<u>✓</u>	<u>4572</u>	<u>1920/6</u>	<u>+ 100 A.1</u>

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<u>377</u>	<u>52.2</u>	<u>26.05</u>	<u>3974.01</u>
<u>375.6</u>	Frame Depth <u>10</u> Rule <u>6</u> <u>4</u>	Ceiling <u>fitted</u> Sheer <u>+ .83</u> <u>4"</u> <u>Dark red</u>	Peak <u>9" framing</u> Tanks <u>mid of 1/2 L</u> <u>-3</u>
<u>375.6</u>	<u>51.54</u>	<u>26.88</u>	<u>3971.01</u>

ent of fineness..... .76
dification necessary {
a. 4 (a) to (e)]* {
ent as corrected76

Stem..... 111
Sternpost ... 60 } 171 ÷ 2 = 85.5 ... Mean
t 1/2 of the length from { Stem 60 } 91 ÷ 2 = 45.5 ... Mean
d mean Sheer Plotted 77.37
rd mean Sheer [Table, Para. 18] 47.56 Correction
Difference..... 29.81 ÷ 4 = -7.45
mitted as Para. 18 (f)
eer between four 48 & 82

in Sheer { At front of bridge house..... ✓
amidships {
a. 18 (e)] { At after end of forecastle ✓

in Sheer {
a. 18 (d) } ÷ 2 =
h uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :—

board, Table C..... 45.50
tion for Length, if required (Para. 12, 13, and 14) + 2.35
47.85
board by Table A. corrected for sheer, and for length, {
if required (Para. 11, 12, 13, and 14) } 80.59
ence 32.74
ntage as below..... 30.95 1/2

tion for R. Q. Dk. if engine and boiler openings not {
covered by bridge house (Para. 11) } ✓
ance for Deck Erections - 10.13

	Length.	Length allowed.	Height.
astle.....	<u>41.1</u>	<u>41.1</u>	<u>7.5</u>
e House	<u>102.0</u>	<u>104.2</u>	<u>"</u>
ed Q. Dk.....	<u>36.75</u>	<u>36.75</u>	<u>"</u>
Total		<u>182.05</u>	<u>= .485</u>
n of Ship		<u>375.6</u>	

ponding percentage {
ara. 11, 12, 13, or 14) } 30.95 1/2

Moulded Depth as measured..... 28'-6"
Addition for Keel below base line
for draught record..... 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..... 375.6
Length in Table 342
Difference 33.6
Correction for 10ft., Table A. 1.5 Table C. .7
× Difference divided by 10 (if required.)
If 1/10ths length covered divide by 2 +5.04 + 2.35

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered485
Thickness of usual wood deck, less stringer 3.5 -1.70

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 full breadth of vessel at the gunwale.

Freeboard, Table A 83.00
Correction for Sheer - 7.45
75.55
Correction for Length + 5.04
80.59
Allowance for Deck Erections - 10.13
70.46
Correction for Round of Beam..... ✓
Correction for fall in Sheer (if any)..... ✓
Correction for Steel Deck (if required) - 1.70
68.76
Additions for non-compliance with provisions of {
Para. 11 (d) and (e) ‡ }
Other Corrections (if any)

Winter Freeboard 68.76
Summer Freeboard 5 63.76
Indian Summer Freeboard 58.76
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.
Winter Freeboard from deck line
Summer " " " "
Indian Summer " " " "
N. A. Winter " " " "

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21.10.32

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

Tropical Fresh Water Line above Centre of Disc	<u>288 1/2"</u>	Tropical Fresh Water Freeboard	<u>1618 1/2"</u>
Fresh Water Line	<u>162 1/2"</u>	Fresh Water	<u>1330 1/2"</u>
Tropical Line	<u>126 1/2"</u>	Tropical	<u>1456 1/2"</u>
Winter Line below	<u>126 1/2"</u>	Winter	<u>1492 1/2"</u>
Winter North Atlantic Line	<u>126 1/2"</u>	Winter North Atlantic	<u>1744 1/2"</u>

24 OCT 1932

FW = $\frac{10150}{39.87 \times 40} = 6.36$
 $162.7 \times 40 = 6508$

RECEIVED
16 SEP 1937
16 FEB 1933
Lloyd's Register
MARINE FORM