

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP					
having <i>Poop, Raised-Quarterdeck, Bridge and Forecastle</i>				Port of Survey _____	
				Date of Survey _____	
State type of erections.				Name of Surveyor _____	
Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
<i>S/P "Arya"</i>			<i>Copenhagen Danish</i>	<i>1922/12</i>	<i>British Corporation B.L.*</i>
Registered Length as shown by Ship's Register <i>235.4'</i>	Breadth <i>36.2'</i>	Depth <i>13.7'</i>	Moulded Depth as measured <i>15.75'</i>		
Length on Loadline <i>235.0'</i>	Breadth <i>36.0'</i>	Sheer Correction <i>0.5'</i>	NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported		
Depth <i>15.75'</i>	Tons Und. Dk. $\times 100$				
	<i>920.77</i>				
	incl. <i>5.18</i>				
	<i>925.95</i>				
Co-efficient of fineness $\frac{920.77}{235 \times 36.2 \times 14.2} = .76$					
Any modification necessary {					
[Para. 4 (a) to (e)] *					
Co-efficient as corrected <i>.74</i>					
Sheer at { Stem <i>72"</i> } $100 \div 2 = 51\frac{1}{2}$ Mean					
at { Stern-post <i>31"</i> }					
Sheer at $\frac{1}{2}$ of the length from { Stem <i>41"</i> } $59.2 - 29\frac{1}{2} = 29\frac{1}{2}$					
{ Stern-post <i>18"</i> } $= 53\frac{1}{2}$					
Gradual Mean Sheer <i>53\frac{1}{2}"</i>					
Standard Sheer (Table, Para. 18) <i>33\frac{1}{2}"</i>					
Difference <i>20"</i>					
Correction $\div 4 = 5"$					
Rise in sheer { At front of bridge house <i>20\frac{1}{8}"</i>					
from amidships { At after end of forecastle <i>39\frac{1}{4}"</i>					
Fall in sheer <i>0"</i>					
ALLOWANCE FOR DECK ERECTIONS:—					
Freeboard, Table C <i>0-7\frac{3}{4}"</i>					
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) <i>2-2\frac{3}{4}"</i>					
Difference <i>11-7"</i>					
Percentage as below <i>67.8%</i>					
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house {					
Allowance for Deck Erections <i>1-1"</i>					
Length. <i>29'-11"</i>	Length allowed. <i>29'-11"</i>	Height. <i>7'-0"</i>			
Forecastle					
Bridge House <i>10'-7"</i>	<i>7'-2"</i>	<i>7'-0"</i>			
† Raised Qr. Dk. <i>65'-2"</i>	<i>65'-2"</i>	<i>3'-11"</i>			
Poop <i>13'-5"</i>	<i>13'-5"</i>	<i>7'-0"</i>			
Total <i>210-1</i>	<i>184-8"</i>	<i>78.5%</i>			
Length of Ship <i>235.0'</i>					
Corresponding percentage { <i>67.8%</i>					
(Para. 11, 12, 13, or 14)					
CORRECTION FOR LENGTH.					
Length of Ship on Loadline <i>235'-0"</i>					
Length in Table <i>189'-0"</i>					
Difference <i>46'-0"</i>					
Correction for 10 ft., Table A. <i>1.0</i>			Table C.		
\times Difference divided by 10 <i>4\frac{1}{2}"</i>			(if required.)		
If $\frac{1}{10}$ ths length covered by erections divide by 2 { <i>2\frac{1}{4}"</i>					
CORRECTION FOR IRON DECK.					
Proportion covered, if less than $\frac{1}{10}$ ths length covered <i>more than 7/10 covered</i>					
Thickness of usual wood deck, less stringer <i>3\frac{1}{2}"</i>					
CORRECTION FOR ROUND OF BEAM.			NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.		
Breadth at Gunwale amidships <i>9'</i>					
Round of Beam <i>9"</i>					
Normal round <i>9"</i>					
Difference $\div 2 =$					
Proportion of Deck uncovered (Para. 19)					
Freeboard, Table A. <i>2-7\frac{3}{4}"</i>					
Correction for Sheer <i>5"</i>					
Correction for Length <i>2-2\frac{3}{4}"</i>					
Allowance for Deck Erections <i>1-1"</i>					
Correction for Round of Beam <i>0"</i>					
Correction for Iron Deck (if required) <i>3\frac{1}{2}"</i>					
Additions for non-compliance with provisions of Para. 11 (d) and (e) † {					
Other Corrections (if any) {					
Winter Freeboard <i>1-0\frac{1}{2}"</i>					
Summer Freeboard <i>0-11"</i>					
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 { <i>1\frac{1}{4}"</i>					
Winter Freeboard from deck line §					
Summer " " " "					
Indian Summer " " " "					
N.A. Winter " " " "					

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

	Fresh Water Line	ins. above centre of Disc.	Corresponding Freeboard
	Indian Summer Line	" " "	" "
	Winter Line	" below	" "
	Winter North Atlantic Line	" " "	" "

* 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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P.T.O.

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~~, satisfactory.

Length of Bulwarks in well 20'-11"

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 9.00 Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.	}	Freeing Ports each side of vessel =	11.25	Sq. ft.
2.5	×	1.5	×	3				
	×		×					

Total excess ~~deficiency~~ = 2.25 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? *Yes*

Do. do. do. Bridge House? *Yes*

Do. do. do. Forecastle? *Yes*

To what height do the Reverse Frames extend?

Reverse frames. Frames are Bulb angle beam

Has the Poop ~~on raised quarter deck~~ an efficient Iron Bulkhead at the fore end? *Yes*

How are the openings closed?

No openings

Is the ~~main~~ Raised Quarter Deck connected with the Bridge House? *Yes*

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*

on top of bridge enclosed by strong steel deck house

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

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? *by inside 3" oak planks in 5 leas, covered outside by steel plates bolted.*

Give thickness of Bridge Front plating .32 Coaming Plate .38 Stiffeners 6 1/4 x 3 1/4 spaced 27" bracketed *Yes*

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

How are the openings closed? *Openings 2'-6" x 2'-1" closed by steel plates bolted to bulkhead*

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? 2 1/2" State the height of the Coamings in Fore Well 2'-9" 3'-0" In After Well

State any special features in the construction of the Vessel

Sistership to "Alice"

Sistership to "Alice"

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.

W. Brown Chief Surveyor.

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