

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP  
 having *Poop, Raised-Quarterdeck, Bridge and Forecastle*  
 State type of erections.  
 Port of Survey \_\_\_\_\_  
 Date of Survey \_\_\_\_\_  
 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 } *235.4'*  
 Breadth *36.2'*  
 Depth *13.7'*  
 Sheer Correction *0.5'*  
 Length on Loadline *235.0'*  
 Breadth *36.0'*

Moulded Depth as measured *15.75'*

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

Depth *15.75'*  
 Tons Und. Dk.  $\times 100$

*920.77*  
 incl. Tonnage in Peaks  
*S.P. 749 - A.P. - 5.18*  
*927.77*

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 *.74*

Sheer at Stem *72"*  
 Stern-post *31"* }  $103 \div 2 = 51\frac{1}{2}$  Mean

Sheer at  $\frac{1}{2}$  of the length from Stem *41"*  
 Stern-post *18"* }  $59.2 - 29\frac{1}{2} = 29\frac{1}{2}$   
 $= 53\frac{1}{2}$

Gradual Mean Sheer *53\frac{1}{2}"*  
 Standard Sheer (Table, Para. 18) *33\frac{1}{2}"*  
 Difference *20"* } Correction  $\div 4 = 5"$

Rise in shear from amidships } At front of bridge house *20\frac{1}{8}"*  
 At after end of forecastle *39\frac{1}{4}"*  
 Fall in shear *0"* }  $\div 2 =$

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C *0-7\frac{3}{4}"*  
 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) } *2-2\frac{1}{4}"*

Difference *11-7"*  
 Percentage as below *67.8%*

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house } *1*  
 Allowance for Deck Erections *1-1"*

	Length.	Length allowed.	Height.
Forecastle	<i>29'-11"</i>	<i>29'-11"</i>	<i>7'-0"</i>
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 (Para. 11, 12, 13, or 14)			<i>67.8%</i>

CORRECTION FOR LENGTH.  
 Length of Ship on Loadline *235'-0"*  
 Length in Table *189'-0"*  
 Difference *46'-0"*  
 Correction for 10 ft., Table A. *1.0* Table C.  
 × Difference divided by 10 *4\frac{1}{2}"* (if required.)  
 If  $\frac{1}{10}$ ths length covered by erections divide by 2 } *2\frac{1}{4}"*

CORRECTION FOR IRON DECK.  
 Proportion covered, if less than  $\frac{1}{10}$ ths length covered } *more than 7/10 - 2 covered*  
 Thickness of usual wood deck, less stringer *3\frac{1}{2}"*

CORRECTION FOR ROUND OF BEAM.  
 Breadth at Gunwale amidships  
 Round of Beam *9"*  
 Normal round *9"*  
 Difference  $\div 2 =$   
 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. *2-7\frac{3}{4}"*  
 Correction for Sheer *5"*  
 Correction for Length *2\frac{1}{4}"*  
 Allowance for Deck Erections *1-1"*  
 Correction for Round of Beam *0"*  
 Correction for Iron Deck (if required) *3\frac{1}{2}"*  
 Additions for non-compliance with provisions of Para. 11 (d) and (e) † }  
 Other Corrections (if any) }

Winter Freeboard *1-0\frac{1}{2}"*  
 Summer Freeboard *0-11"*  
 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 } *1\frac{1}{4}"*  
 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:—

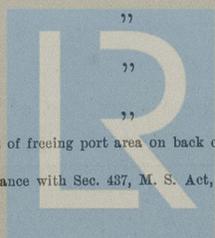
Line	ins. above centre of Disc.	Corresponding Freeboard
Fresh Water Line		
Indian Summer Line	" " "	" "
Winter Line	" below "	" "
Winter North Atlantic Line	" " "	" "

\* 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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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 =	<i>11.25</i>	Sq. ft.
<i>2.5</i>		×	<i>1.5</i>		×	<i>3</i>				
		×			×					

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 at bulwark level*

Has the Poop ~~an efficient Iron Bulkhead at the fore end?~~

*Yes*

How are the openings closed?

*No openings*

Is the ~~Raised Quarter Deck~~ connected with the Bridge House?

*Yes*

Are the Engine and Boiler openings covered by a Bridge, ~~or~~ *or* 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? \_\_\_\_\_

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 E beams, covered outside by steel plates bolted.*

Give thickness of Bridge Front plating *.32* Coaming Plate *.38* Stiffeners *6 1/4 x 3.42* spaced *27"* bracketted *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?

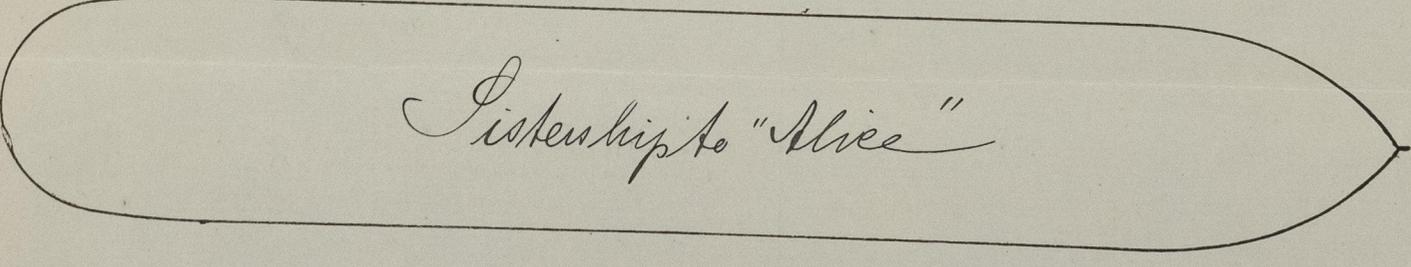
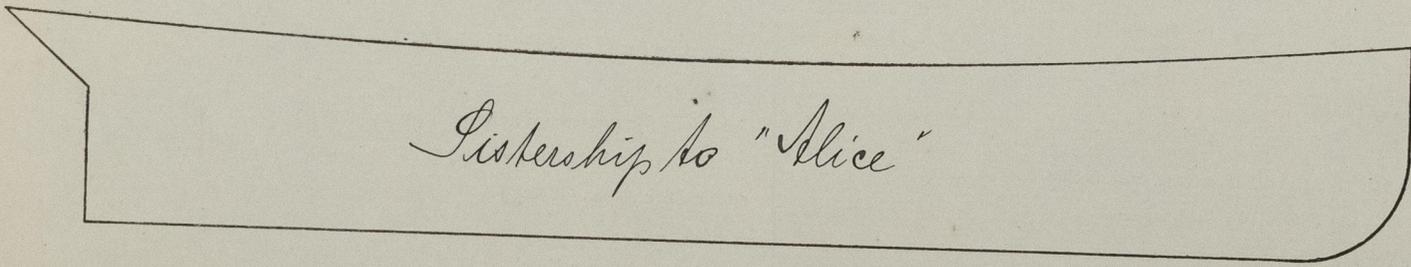
*Yes*

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"* In After Well *3'-0"*

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.

*[Signature]* Chief Surveyor

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