

PARTICULARS RELATING TO ALL SAILING 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 *Hamburg*
Date of Survey *29 May 1925*
Name of Surveyor *Th. Goering*

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"Westward" or Danesbek Number in Register Book 51093	London British	148556	2058	1920.9	Alteration into a passenger ship classed + 100 A 1

Moulded Depth as measured..... 23'-8".

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

In iron or steel sailing ships state the rise of floor per foot of half breadth

Co-efficient of fineness702
Any modification necessary } [Para. 4 (a) to (e)] }	
Co-efficient as corrected70

Sheer	{ Stem... 66.5"	96.0 ÷ 2 = 48.0... Mean	36/11.69 32
at	{ Sternpost... 29.5"		
Sheer at $\frac{1}{2}$ of the length from	{ Stem 38.5" Sternpost 12.0"	50.5 ÷ 2 = 25.25... Mean	÷ 55 = 45.91
Gradual mean Sheer		45.91	
Standard mean Sheer (Table, Para. 18)		34.22	Correction
Difference.....		11.69 ÷ 4 = 2.92	
§ If limited as Para. 18 (f).....			- 3"

¶ Fall in sheer } $\div 2 =$
 Para. 18 (*d*) }
 Length uncovered Correction

	Length.	Length allowed.	Height.
Forecastle.....	36	36.0	7
Bridge House			7.9"
MAIN DECK	} 172	172.0	
POOP.....			
	44		7"
	Total length allowed	208.0	
			= 859
			× 8 eighths covered.
÷ Length of Ship		242.2	

Freeboard Table D corrected for Length Para 12 65.9%

Percentage allowance 65.9%

Table A corr^d for shear $(4'-10\frac{1}{4}" - 3" = 4'-7\frac{1}{4}"$

" C $\frac{2'-1"}{2'-6\frac{1}{4}"}$

$\frac{65.9\%}{19.93}$

$- 1'-8"$

CORRECTION FOR LENGTH.	
Length of Ship on Load Line	242.2
Length in Table	236.66
Difference	5.54
Correction for 10 ft.3
× Difference ÷ 10 =	.72 + $\frac{3}{4}$ "

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{70}$ ths length covered	✓
Thickness of usual wood deck, less stringer.....	3½
2½" sheathing fitted	

CORRECTION FOR ROUND OF BEAM.	
Breadth at Gunwale amidships.....	39.5'
Round of Beam.....	10"
Normal round	9.9
Difference	$\cdot 1 \div 2 =$
† If limited by the memo. to Para. 19	
Proportion of Deck uncovered (Para. 19)	

Freeboard, Table D	4'-10 ³ / ₄ "
Correction for Length	+ 0 ³ / ₄ "
	<hr/> 4'-11 ¹ / ₂ "
Correction for Sheer	- 3"
	<hr/> 4'-8 ¹ / ₂ "
Allowance for Deck Erections	- 1'-8"
	<hr/> 3'-0 ¹ / ₂ "
Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any)	✓
2 ¹ / ₂ " sheathing on steel	
Correction for Iron Deck (if required)	- 1"
	<hr/> 2'-11 ¹ / ₂ "
Other Corrections (if any).....	
addition to correspond with B. of T. } approved subdivision draught } of 17'-3" moulded.	+ 3'-8 ¹ / ₂ "
Freeboard	6-8
N. A. Winter Freeboard	6-8

Correction necessary because clearside amidships, measured in accordance with the Statute, is not taken at the intersection of the wood ~~or iron~~ deck with side. 1 1/2"

Freeboard from deck line	} 6'-9½"
N. A. Winter Freeboard	

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

Fresh Water Line	above centre of Disc
Winter North Atlantic Line	below	"	"

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§ In dpph-decked vessels the total standard mean sheer measured at the stem and sternpost. In vessels having poops and forecastles, it may be the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost. The surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to the water line the vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.

† In flush deck sailing vessels the excess of round of beam for which an allowance is made shall not exceed the standard round of beam, and for sailing vessels having erections on deck the allowance shall be further reduced in proportion to the extent of the main deck uncovered.

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?

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

Give particulars of the means for closing the openings in Bulkhead

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

Has the Bridge House an efficient Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

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

How are the openings closed?

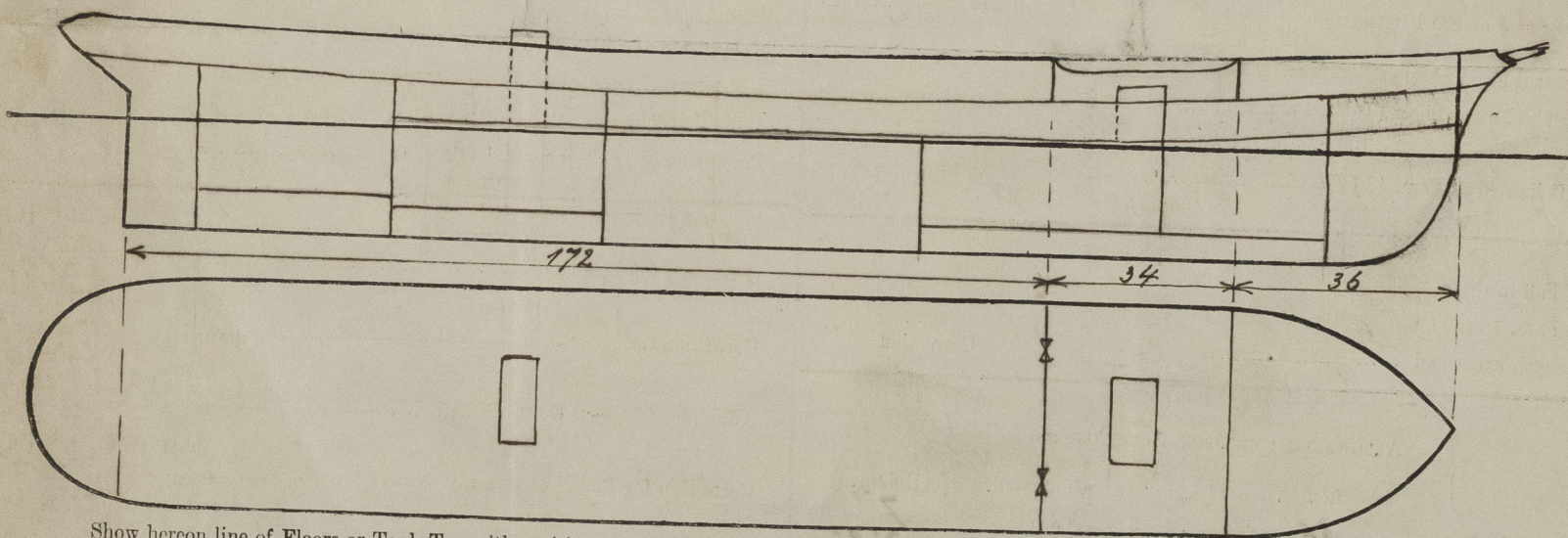
Is the Forecastle at least as high as the main or top-gallant rail?

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

Are the Weather Deck Hatchways efficiently constructed? Give particulars below:—

Position and Size.	Item.	in Well - 7'3" x 13'	Bridgedek - 6' x 13'			
Height above top of DECK of COAMING		29" ✓	28" ✓			
SHIFTING BEAMS OR WEB PLATES.	Number					
	Section and Scantlings					
	Material					
FORE AND AFTERS.	Number 3-					
	Section and Scantlings ..	D 6" x B 6"	D x B	D x B	D x B	
	Material	pine	none			
HATCHES Thickness		3" ✓	3" ✓			
Remarks		pine	pine			

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c., erections, hatchways, &c.

State any special features in the construction of the Vessel

Owners *Westward Navigation Co. (M. A. Robinson).*

Address *Victoria Street, London S. W. 1.*

£ *2 : 8 : 0*

Received by me *will be charged on completion of alterations.*



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