

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.

Date of Survey _____

Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>Beothic</i> Number in Register Book <i>356</i>	<i>St. Johns N.F.L.</i> <i>British</i>	<i>127687</i>	<i>1140</i>	<i>1909</i>	<i>100 A.1. Shelter deck with freeboard contemplated</i>

Registered Dimensions from Ship's Register.	LENGTH. 240.7	BREADTH. 35.85	DEPTH. 16.9	UNDER DECK TONNAGE. 1027.57
Length on LOADLINE.	240	Frame Depth $7\frac{1}{2}$ Rule „ $4\frac{1}{2}$ <u>3</u> = 11.5	Ceiling + .20 Sheer + .50	Peak Tanks
CORRECTED DIMENSIONS.	240	35.35	17.6	1027.57

Moulded Depth as measured.....19' 2'

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

Co-efficient of fineness..... *69*
 Any modification necessary } *Cell 5B*
 [Para. 4 (a) to (e)]*
 Co-efficient as corrected *67* *Revised 68*

52.27
34.0
 18.27
 -50

CORRECTION FOR LENGTH.		
Length of Ship on Loadline.....	240	
Length in Table	230	
Difference	10	
Correction for 10ft., Table A.	1.1	Table C.
× Difference divided by 10	1.1	(if required).
If $\frac{10}{100}$ ths length covered divide by 2	$+\frac{1}{2}$	

Sheer { Stem.....72 } $102 \div 2 = 51$...Mean
at { Sternpost ...30 }

Sheer at $\frac{1}{2}$ of the length from { Stem 40.5 } $57.5 \div 2 = 28.75$...Mean
{ Sternpost 17.0 } $\div .53 = 52.27$

Gradual mean Sheer51.63

Standard mean Sheer [Table, Para. 18]34 Correction

Difference.....17.63 $\div 4 = -4\frac{1}{2}$

§ If limited as Para. 18 (f).....
4.40

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered

Thickness of usual wood deck, less stringer $3\frac{1}{2}$

Rise in Sheer	{	At front of bridge house.....	
from amidships			
[Para. 18 (e)]	{	At after end of forecastle	

¶ Fall in Sheer	{		$\div 2 =$
Para. 18 (d)			
Length uncovered			Correction

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.....	35-6 ✓	
Round of Beam	9	
Normal round.....	$8\frac{2}{8}$ ✓	
Difference	✓ ÷ 2 =	
Proportion of Deck uncovered (Para. 19)		

ALLOWANCE FOR DECK ERECTIONS:—	
Freeboard, Table C.....	1 .. 0 $\frac{1}{2}$
Correction for Length, if required (Para. 12, 13, and 14)	
Freeboard by Table A. corrected for sheer, and for length , {	3 .. 0
if required (Para. 12, 13, and 14) }	1 .. 11 $\frac{1}{2}$
Difference	
Percentage as below.....	92.4%
	21 $\frac{3}{4}$ "

Freeboard, Table A	3 .. $4\frac{1}{2}$ ✓
Correction for Sheer	<u>- $4\frac{1}{2}$</u> ✓
	3 .. 0 ✓
Correction for Length	<u>+ $\frac{1}{2}$</u> ✓
	3 .. $0\frac{1}{2}$ ✓
Allowance for Deck Erections	1 .. $9\frac{3}{4}$ ✓
	<u>1 .. $2\frac{3}{4}$</u> ✓
Correction for Round of Beam..... ✓	
Correction for fall in Sheer (if any)..... ✓	
Correction for Iron Deck (if required)	<u>- $3\frac{1}{2}$</u> ✓
	0 .. $11\frac{1}{4}$ ✓
Additions for non-compliance with provisions of } Para. 11 (d) and (e) ‡ }	
Other Corrections (if any)	

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)			
Allowance for Deck Erections			
	Length.	Length allowed.	Height.
Forecastle.....	} 221.59 ✓	221.15 ✓	} 7.0
Bridge House			
Engine openings + Raised Qr. Dk.....	5.25 ✓		
Poop.....	13.16 ✓	6.58 ✓	
Total	240.0 ✓	227.73 ✓	
Length of Ship		6.13 = $\frac{1}{2}$ diff	
Corresponding percentage {		233.86 ✓	
(Para. 11, 12, 13, or 14) {	92.4% ✓	240 ✓	97.4 ✓

Winter Freeboard	0	..	11 $\frac{1}{4}$	✓
Summer Freeboard	0	..	8 $\frac{1}{4}$	✓
Indian Summer Freeboard	0	..	5 $\frac{1}{4}$	✓
N. A. Winter Freeboard	1	..	1 $\frac{1}{4}$	✓

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 $\frac{1}{2}$ ✓

Winter Freeboard from deck line	1	..	0 $\frac{3}{4}$	✓
Summer " " " "	0	..	9 $\frac{3}{4}$	✓
Indian Summer " " " "	0	..	6 $\frac{3}{4}$	✓
N. A. Winter " " " "	1	..	2 $\frac{3}{4}$	✓

FREEBOARD recommended amidships from centre of Disc to top of Statutory

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

k Line,	Wood	(Iron)	Deck :-	... ..	0' ...	9½"
...	...	...	...	...	...	4½"
...	...	...	...	...	...	3'
...	...	...	...	...	...	3'
...	...	...	...	...	...	5'-

* 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 B.Q.D. is to be taken from the level of the top of the amidship beam.

§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecasts, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

State dimensions of freeing port area on back of this form.

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 water line the vessel's draft at time of survey, and also the usual load draft forward and aft should be reported.