

Rpt. 11b.

27042

PAR. CULARS
TOP ALLANT
WYTH TONGA
Co
Ship
Ex. WAR
Campbelltown
Number in Register

Port of Survey *Greenock.*
Date of Survey *White Building*
Name of Surveyor *H. L. Swinton.*

Particulars of Classification.

+ 100 A1
(Contemplated)

Moulded Depth as measured.....

Addition for Keel below base line
for draught record....1 $\frac{1}{2}$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.....		229.0 ✓
Length in Table		211.5 ✓
Difference		17.5 ✓
Correction for 10ft., Table A.	Table C.	1.1 ✓
× Difference divided by 10	(if required.)	1.92 ✓
If $\frac{6}{10}$ ths length covered divide by 2		0.96 ✓

CORRECTION FOR IRON DECK.

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

Thickness of usual wood deck, less stringer

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	34'-11"	round of beam should be reported on the all breadth of vessel at the gunwale.
Round of Beam	8 $\frac{3}{4}$	
Normal round.....	8 $\frac{3}{4}$	
Difference	✓ ÷ 2 =	
Proportion of Deck uncovered (Para. 19)		

NOTE. — The round of beam should be reported on the all breadth of vessel at the gunwale.

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

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

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....
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)	} }
Difference
Percentage as below.....

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.....	27-5½	27-46 ✓	7-0
Bridge House	55-7	55-58 ✓	7-0
† Raised Qr. Dk.....	79-1½	79-12 ✓	3-10½
Poop.....	✓	✓	✓

Total 162.16 ✓
Length of Ship 229 . 708 ✓

Corresponding percentage
(Para. 11, ~~12, 13, or 14~~)

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

	Fresh Water Line	above	centre of Disc
24. 12. 18	Indian Summer Line	"	"
	Winter Line	below	"
	Winter North Atlantic Line	"	"

the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

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

1m, 5, 17. T.

Winter Freeboard	1-4 $\frac{1}{2}$
Summer Freeboard (2-2$\frac{1}{2}$) 2-4	1-2 $\frac{1}{2}$
Indian Summer Freeboard	-11 $\frac{1}{2}$
N. A. Winter Freeboard	1-7 $\frac{1}{2}$

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.

Winter Freeboard from deck line	1-6 $\frac{1}{2}$
Summer " " " "	1-3 $\frac{1}{2}$
Indian Summer " " " "	1-1 $\frac{1}{2}$
N.A.Winter " " " "	1-9 $\frac{1}{4}$
(Iron) Deck :—	1-3 $\frac{1}{2}$
" " " "	4
" " " "	2 $\frac{1}{2}$
" " " "	2 $\frac{1}{2}$
" " " "	5 $\frac{1}{2}$

† 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 draught, time of survey, and also the usual load draft forward and aft should be reported.

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