

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM SHIP OR SAILING SHIP					Port of Survey <u>St. Margarets</u>
having _____					Date of Survey <u>23rd Sept. 1919</u>
					Name of Surveyor <u>D. R. Robertson</u>
Ship's Name. <u>Non propelling Dredger.</u> <u>"Gadsden"</u>	Gross Tonnage. <u>272.76</u>	Official Number. <u>135211</u>	Port of Registry and Nationality.	Date of Build. <u>1913</u>	Particulars of Classification. <u>I 3/3 D. I. I.</u> <u>Bureau Veritas</u>

Registered Length as shown by Ship's Register } 146.0 Breadth 26.35 Depth 9.35
 Length on Loadline 145'-11" 26.77 8.66
 Breadth 145.92

Moulded Depth as measured 10'-2 1/2"

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

Depth 267.30 Tons Und. Dk. 44.89 312.19 $\times 100$

In iron or steel sailing ships state the }
 rise of floor per foot of half breadth } flat bottom
 Less, if iron uncovered upper deck, } steel deck
 the usual thickness of wood deck }
 less stringer } deduct 2 1/2"
 Moulded depth to be used with tables 10'-0"

Co-efficient of fineness
 Any modification necessary }
 [Para. 4 (a) to (e)] * }
 Co-efficient as corrected .82

Sheer at { Stem } $\div 2 =$ Mean
 at { Stern-post }

Sheer at $\frac{1}{2}$ of the length from { Stem }
 { Stern-post }

Gradual Sheer, nil
 Standard Sheer { 25.0
 [Table, Para. 18] }
 Difference 25.0 $\div 4 =$ 6 1/4
add

If limited as Para. 18 (f) †

Fall in Sheer } $\div 2 =$ Correction
 [Para. 18 (d)] }

ALLOWANCE FOR DECK ERECTIONS:—
 Length. Length allowed. Height.
 Forecastle
 Poop or R.Q.D.
 Total length allowed _____ $\times 8$ eighths covered.
 \div Length of Ship

Freeboard Table A. or D. corrected for length
 Corresponding percentage (Para. 14, 15, or 16)

CORRECTION FOR LENGTH.

Length of Ship on Loadline 145.92
 Length in Table 120.00
 Difference 25.92
 Correction for 10 ft. } .80
 \times Difference $\div 10 =$ } 2.0 add

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 26'-3"
 Round of Beam 5 1/2
 Normal round 6 1/2
 Difference ¶ 1 $\div 2 =$ 1/2
 Proportion of Deck uncovered (Para. 19) add

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

Freeboard, Table A. or D. 1' - 5 1/2"
 Correction for Length + 2
 Correction for Sheer + 6 1/4

Correction for fall in Sheer (if any),

~~Allowance for Deck Erections~~

Correction for Round of Beam + 1/2

Other Corrections (if any) Type + Scantlings + 1 - 3 3/4

Winter Freeboard 3' - 6"
 Summer Freeboard
 Indian Summer Freeboard
 N. A. Winter Freeboard
 Correction necessary because clearside amidships }
 measured in accordance with the Statute is not } 1
 taken at the intersection of the deck with side }
 Winter Freeboard from deck line § 3' - 4"
 Summer " " " "
 Indian Summer " " " "
 N.A.Winter " " " "

FREEBOARD recommended amidships from centre of disc to top of Statutory Deck Line, ~~Wood~~ (Iron) Deck:— 3'-7"

Fresh Water Line 2 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 flush-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 point's distant one-eighth of the vessel's length from stem and stern post.

§ Marked in accordance with Sec. 437, M. S. Act, 1894.

¶ 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.

DELETE WORDS WHICH DO NOT APPLY.

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.

See below

Do all the Frames extend to the top height in the Poop or Raised Quarter Deck? ✓

Do. do. do. Forecastle? ✓

To what height do the Reverse Frames extend? Across top of floors only.

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

How are the openings closed? ✓

Are the Engine and Boiler openings covered by the Poop or R.Q.D., or enclosed by a Strong Iron or Steel Deck House? }

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

What is their height?

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

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

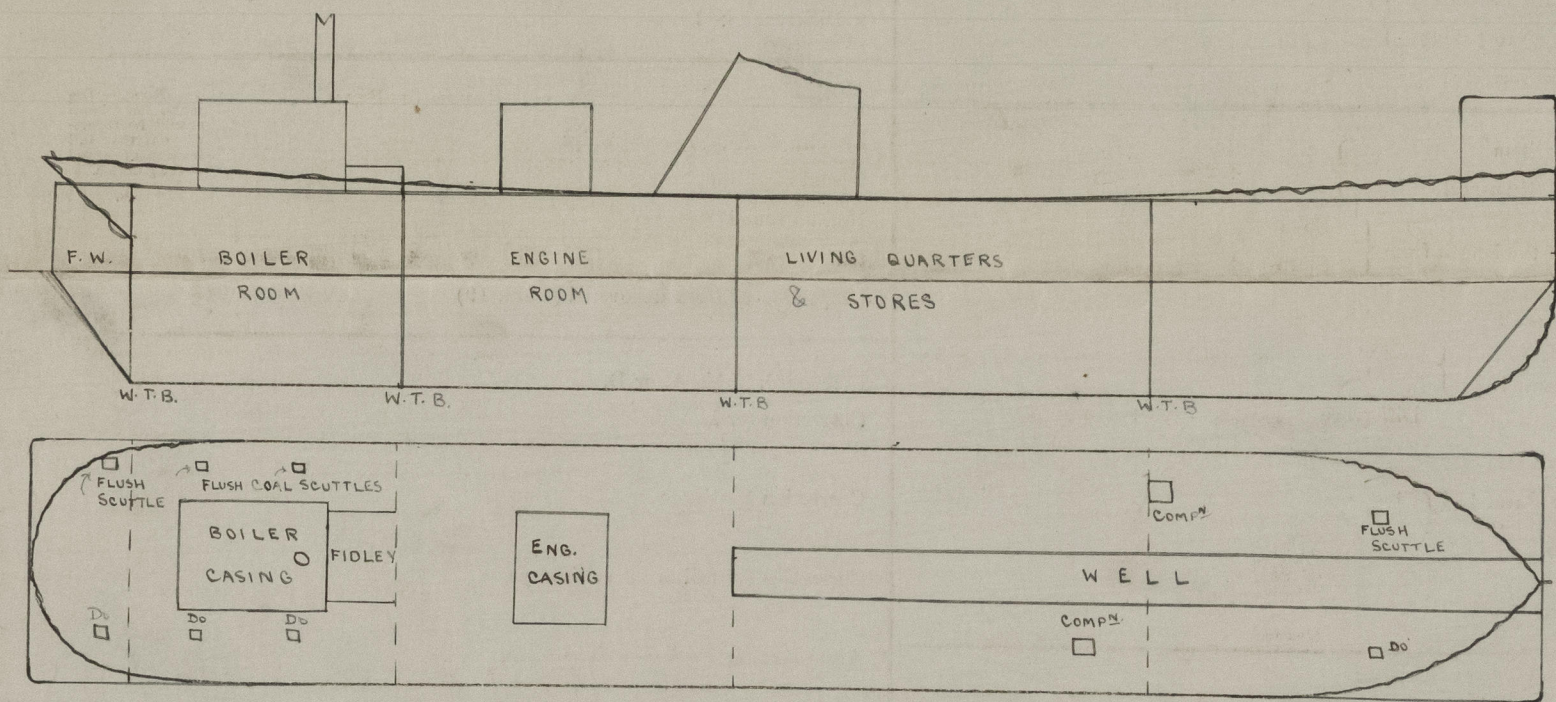
Are the Weather Deck Hatchways efficiently constructed and at least equal to the Rule requirements? No hatchways

What is the thickness of the Hatches?

State the height of the Coamings

State any special features in the construction of the Vessel

This freeboard is desired to enable the vessel to go, if required, on a voyage from this country to Singapore. In this event all deck openings will be made watertight, the sidelights will be removed and replaced by steel plates, bolted to the shell over packing and generally similar arrangements will be made for her safety and seaworthiness as were made in the case of the "Merwede"



Sill of Sidelights
2'-3 1/2"
below deck

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.

Chief Surveyor.

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

Secretary.