

Rpt. 11b.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Index No. 18956  
(For London Office only)

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.

Port of Survey Bergen  
Date of Survey 22nd Dec. 1932  
Name of Surveyor

Ship's Name. KUL Port of Registry and Nationality. Bergen Norwegian  
Gross Tonnage. 1348 Date of Build. 1907/3 Particulars of Classification. + 100 A1  
Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>230.7</u>	<u>34.2</u>	<u>16.0</u>	<u>1042</u>
Length on LOADLINE.	<u>229.8</u>	Frame Depth $7\frac{1}{2}$ Rule " $\frac{3}{4}$ $2\frac{3}{4} = .58\frac{3}{4}$ No rounding $+ .33$	Ceiling <u>fitted</u> Sheer <u>+ .95</u> <u>Level Line</u>	Peak } Tanks }
CORRECTED DIMENSIONS.	<u>229.8</u>	<u>33.95</u>	<u>16.95</u>	<u>1042</u>

Co-efficient of fineness..... .788  
Any modification necessary }  
[Para. 4 (a) to (e)]\* } .02 C D B  
Co-efficient as corrected ..... .768

Sheer { Stem..... 90 }  $129.5 \div 2 = 64.75$  ...Mean 67.27  
at { Sternpost ..... 39.5 } 36.34.79  
Sheer at  $\frac{1}{2}$  of the length from { Stem 52.5 }  $74 \div 2 = 37$  ...Mean 67.27  
Sternpost 21.5 }  $\div 55 = 67.27$   
Gradual mean Sheer .....  $\frac{67.27 + 64.75}{2} = 66.01$   
Standard mean Sheer [Table, Para. 18] ..... 32.98 Correction  
Difference.....  $33.03 \div 4 = 8.26$   
§ If limited as Para. 18 (f) .....

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

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

### ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 11.20  
Correction for Length, if required (Para. 12, 13, and 14) .....  
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } 32.04  
Difference ..... 20.84  
Percentage as below..... 54.578  
- 11.37

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 14)  $\frac{1}{2} \times 1.65$  } + .82  
Allowance for Deck Erections ..... - 10.55

	Length.	Length allowed.	Height.
Forecastle.....	$\frac{26.75}{.58}$	<u>26.75</u>	<u>7.0</u>
Bridge House.....	$\frac{9.92}{.29}$	<u>9.92</u>	<u>7.0</u>
+ Raised Qr. Dk.....	$\frac{118.92}{3.87}$	<u>117.70</u>	<u>3.10</u>
Poop.....	<u>156.46</u>	<u>155.09</u>	<u>.6748</u>
Total	<u>229.8</u>	<u>229.8</u>	

Length of Ship .....  
Corresponding percentage }  
(Para. 11, 12, 13, or 14) } 54.578  
N.R.

Moulded Depth as measured..... 18.3  
Addition for Keel below base line for draught record..... 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..... 229.8  
Length in Table ..... 219  
Difference ..... 10.8  
Correction for 10ft., Table A. .... 1.19 Table C.  
 $\times$  Difference divided by 10 ..... (if required.)  
If  $\frac{1}{10}$ ths length covered divide by 2 .59

### CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... .6748  
Thickness of usual wood deck, less stringer ..... 3.5  
- 3.15

### CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 34  
Round of Beam ..... 8  
Normal round..... 8.5  
Difference .....  $.5 \div 2 = .25$   
Proportion of Deck uncovered (Para. 19) ..... .3191 + .08

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

Freeboard, Table A ..... 40.30  
Correction for Sheer ..... - 8.26  
Correction for Length ..... + .59  
Allowance for Deck Erections ..... - 10.55  
Correction for Round of Beam..... + .08  
Correction for fall in Sheer (if any).....  
Correction for Steel Deck (if required) ..... - 3.15  
Additions for non-compliance with provisions of }  
Para. 11 (d) and (e) }  
Other Corrections (if any) .....

Winter Freeboard ..... 19.01 = 1.7  
Summer Freeboard (2: 234)  $2\frac{1}{2}$  ..... 1.42  
Indian Summer Freeboard ..... 1.2  
N. A. Winter Freeboard .....

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side.

Winter Freeboard from deck line .....  
Summer " " " " .....  
Indian Summer " " " " .....  
N.A. Winter " " " " .....

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

18 JAN 1933

Tropical Fresh Water Line above Centre of Disc	$\frac{63}{4} = 15.75$	Tropical Fresh Water Freeboard	$\frac{5.2}{2} = 2.6$
Fresh Water Line	$\frac{4}{4} = 1.0$	Fresh Water	$\frac{4.75}{4} = 1.1875$
Tropical Line	$\frac{2}{2} = 1.0$	Tropical	$\frac{4.10}{4} = 1.025$
Winter Line below	$\frac{2}{2} = 1.0$	Winter	$\frac{5.0}{5} = 1.0$
Winter North Atlantic Line	$\frac{6}{6} = 1.0$	Winter North Atlantic	$\frac{5.8}{2} = 2.9$

201,932, T.

F.W. .021 (18.25 - 1.37) = 4.4"

RECEIVED  
1-3 SEP 1937RECEIVED  
18 JAN 1933