

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP
 having Pop, Short Bridge and Forecastle
 Port of Survey Sunderland
 Date of Survey During Construction
 Name of Surveyor Joseph Halbert

Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
"Odland"	1244	—	Christiania Norwegian		B.3.

Registered Length as shown by Ship's Register } 231.0 Breadth 38.0 Depth 15.4
 Sheer Correction } 0.4
 Length on Loadline 231.0 15.44
 Breadth 38.0

Moulded Depth as measured 14.9"
W. Dk. less stringer 3.2
14.52

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

RETAIN

Depth 15.44 Tons Und. Dk. $\times 100$ 1088.33
 eng. work 1088.33 Tonnage in Peaks

CORRECTION FOR LENGTH.
 Length of Ship on Loadline 231.0
 Length in Table 204.5
 Difference 23.5
 Correction for 10 ft., Table A. 2.35 $\times 1.1$ Table C. 2.35 $\times 1.5$
 \times Difference divided by 10 (if required.) 1.8
 If $\frac{1}{10}$ ths length covered by erections divide by 2 } 2.5/8

Co-efficient of fineness .80
 Any modification necessary }
 [Para. 4 (a) to (e)] * } .01 D.C. + D.B.
 Co-efficient as corrected .49

CORRECTION FOR IRON DECK.
 Proportion covered, if less than $\frac{1}{10}$ ths length covered
 Thickness of usual wood deck, less stringer

Sheer at { Stem 42 } 69 $\div 2 = 34.5$ Mean
 at { Stern-post 24 }
 Sheer at $\frac{1}{3}$ of the length from { Stem 23.2 } 38.2 $= \frac{19.4}{55} = 35$
 { Stern-post 15 }
 Gradual Mean Sheer 19.4
 Standard Sheer (Table, Para. 18) 19.8 Correction
 Difference 5/8 $\div 4 = 5/8$
 Rise in sheer } At front of bridge house
 from amidships } At after end of forecstle
 Fall in sheer $\div 2 =$

CORRECTION FOR ROUND OF BEAM.
 Breadth at Gunwale amidships 34.0"
 Round of Beam 9/4
 Normal round 9/4
 Difference $\div 2 =$
 Proportion of Deck uncovered (Para. 19)

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

ALLOWANCE FOR DECK ERECTIONS:—
 Freeboard, Table C 11
 Correction for Length, if required (Para. 12, 13, and 14) 1.5
1-0.8
 Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) } 3-4.8
 Difference 2-4.8
 Percentage as below 24.62
4

Freeboard, Table A. @ .49 and 14.52 3-2.8
 Correction for Sheer + 5/8
3-2.4
 Correction for Length 2.5/8
 Allowance for Deck Erections 3-4.8
4
 Correction for Round of Beam 2-9.8

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house }
 Allowance for Deck Erections 4"

Correction for Iron Deck (if required)
 Additions for non-compliance with provisions of Para. 11 (d) and (e) † }
 Other Corrections (if any) }

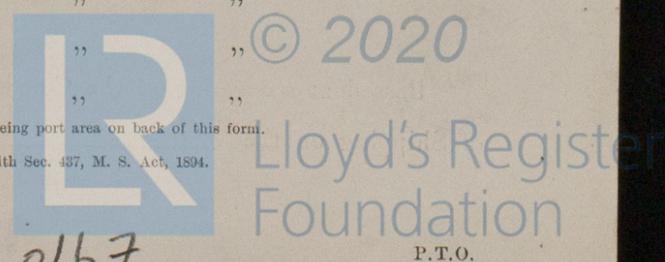
	Length.	Length allowed.	Height.
Forecastle	<u>25.4"</u>	<u>25.58</u>	<u>4.0"</u>
Bridge House	<u>15.0 x 5/4</u>	<u>11.25</u>	<u>4.0</u>
† Raised Qr. Dk.			
Poop	<u>42.1 x 5/4</u>	<u>54.10</u>	
Total		<u>90.93</u>	<u>= .394</u>
Length of Ship		<u>231</u>	
Corresponding percentage (Para. 11, 12, 13, or 14)			<u>24.62</u>

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

FREEBOARD recommended amidships from centre of disc to top of Statutory Deck Line, Wood (Iron) Deck:—
 Fresh Water Line 3 3/4 ins. above centre of Disc. Corresponding Freeboard
 Indian Summer Line 2 1/4 " " " "
 Winter Line 2 1/4 " below " "
 Winter North Atlantic Line 4 1/4 " " " "

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

‡ State dimensions of freeing port area on back of this form.
 § Marked in accordance with Sec. 437, M. S. Act, 1894.



W1085-0167

DELETE WORDS WHICH DO NOT APPLY.

The Crew *are, are not*, berthed in the Bridge house.

The arrangements to enable them to get backwards and forwards from their quarters *are, are not*, satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports each side of vessel	=	Sq. ft.
	×			×			
	×			×			

Total excess deficiency = Sq. ft.

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.

Do all the Frames extend to the top height in the Poop?

Do. do. do. Raised Quarter Deck?

Do. do. do. Bridge House?

Do. do. do. Forecastle?

To what height do the Reverse Frames extend?

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

How are the openings closed?

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

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised }
Quarter Deck, 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?

Are suitable means provided for closing all openings in exposed Casings in bad weather?

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

How are the openings closed?

Give thickness of Bridge Front plating Coaming plate Stiffeners spaced bracketted

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?

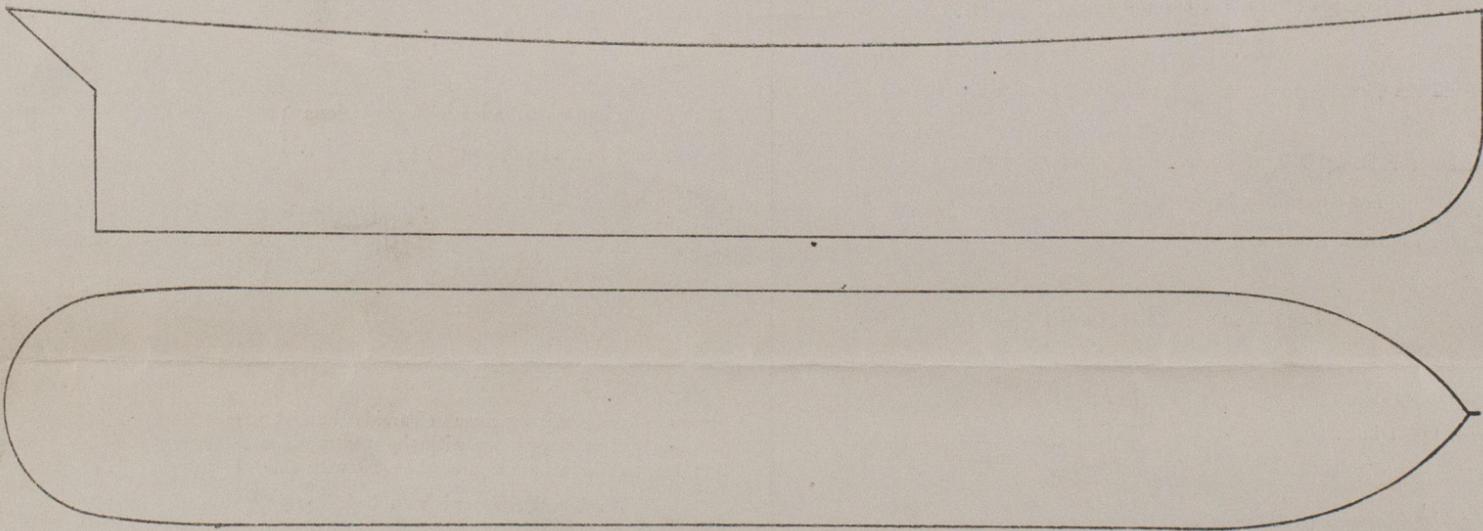
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end?

Are the Weather Deck Hatchways efficiently constructed and at least equal to the Rule requirements?

What is the thickness of the Hatches? State the height of the Coamings in Fore Well In After Well

State any special features in the construction of the Vessel

5/15 Odland
 Sheboard Particulars
 Now BALLYHOLME BAY



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