


THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP		Port of Survey <i>Sunderland</i>			
having <i>Poop, Short Bridge and Forecastle</i>		Date of Survey <i>During Construction</i>			
State type of erections.		Name of Surveyor <i>Joseph Halbert</i>			
Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
<i>"Odland"</i>	<i>1244</i>	<i>—</i>	<i>Christiania</i> <i>Norwegian</i>		<i>B.3</i> 
Registered Length as shown by Ship's Register } <i>231.0</i> Breadth <i>38.0</i> Depth <i>15.4</i> Sheer Correction } <i>0.4</i>			Moulded Depth as measured <i>14'-9"</i> <i>W.D. less stringer 3.2</i> <i>14-5.2</i>		
Length on Loadline <i>231.0</i> Breadth <i>38.0</i>			NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported		
Depth <i>15.44</i>					
Tons Und. Dk. <i>1088.33</i> × 100 eng. room <i>1088.33</i> Tonnage in Peaks			CORRECTION FOR LENGTH.		
			Length of Ship on Loadline <i>231.0</i> Length in Table <i>204.5</i> Difference <i>23.5</i>		
			Correction for 10 ft., Table A. <i>235 × 1.1</i> Table C. <i>235 × .5</i> × Difference divided by 10 (if required.) <i>1.8</i>		
			If $\frac{1}{10}$ ths length covered by erections divide by 2 } <i>2.5</i>		
Co-efficient of fineness <i>.80</i> Any modification necessary } [Para. 4 (a) to (e)] * } <i>.01</i> <i>D.P. D.B.</i> Co-efficient as corrected <i>.49</i>			CORRECTION FOR IRON DECK.		
Sheer at { Stem <i>42</i> } <i>69</i> ÷ 2 = <i>34.2</i> Mean { Stern-post <i>24</i> }			Proportion covered, if less than $\frac{1}{10}$ ths length covered Thickness of usual wood deck, less stringer ✓		
Sheer at $\frac{1}{3}$ of the length from { Stem <i>23.2</i> } <i>38.2</i> = <i>19.4</i> = <i>35</i> { Stern-post <i>15</i> } <i>2</i> <i>35</i>			CORRECTION FOR ROUND OF BEAM.		
Gradual Mean Sheer <i>19.4</i>			Breadth at Gunwale amidships <i>34.0</i>		
Standard Sheer (Table, Para. 18) <i>19.8</i> Correction			Round of Beam <i>9.4</i>		
Difference <i>.4</i> ÷ 4 = <i>.1</i>			Normal round <i>9.4</i>		
Rise in sheer } At front of bridge house from amidships } At after end of forecastle Fall in sheer ÷ 2 =			Difference ÷ 2 =		
ALLOWANCE FOR DECK ERECTIONS:—			Proportion of Deck uncovered (Para. 19)		
Freeboard, Table C <i>11</i>			Freeboard, Table A. @ <i>.49</i> and <i>14'-5.2</i> <i>3-2.8</i>		
Correction for Length, if required (Para. 12, 13, and 14) <i>1.8</i>			Correction for Sheer + <i>.8</i>		
			<i>3-2.4</i>		
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) } <i>3-4.8</i>			<i>2.58</i>		
Difference <i>2-4.8</i>			<i>3-1.8</i>		
Percentage as below <i>24.62</i>			<i>4</i>		
			<i>2-9.8</i>		
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house }			Correction for Length		
Allowance for Deck Erections <i>4"</i>			Allowance for Deck Erections		
			Correction for Round of Beam		
			Correction for Iron Deck (if required)		
			Additions for non-compliance with provisions of Para. 11 (d) and (e) ‡ }		
			Other Corrections (if any) }		
			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 " " " "		
Length of Ship <i>231</i>					
Corresponding percentage (Para. 11, 12, 13, or 14) } <i>24.62</i>					
Forecastle <i>25'-4"</i> Length allowed. <i>25.58</i> Height. <i>4'-0"</i>					
Bridge House <i>15'-0" × <math>\frac{3}{4}</math></i> <i>11.25</i> <i>4'-0"</i>					
† Raised Qr. Dk. <i>42'-1" × <math>\frac{3}{4}</math></i> <i>54.10</i>					
Poop <i>54.10</i>					
Total <i>90.93</i>					

**FREEBOARD** recommended amidships from centre of disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Fresh Water Line	$3\frac{3}{4}$	ins. above centre of Disc.	Corresponding Freeboard
Indian Summer Line	$2\frac{1}{4}$	" " " "	" "
Winter Line	$2\frac{1}{4}$	" below " "	" "
Winter North Atlantic Line	$4\frac{1}{4}$	" " " "	" "

\* 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.



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.
	×		×			=	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?

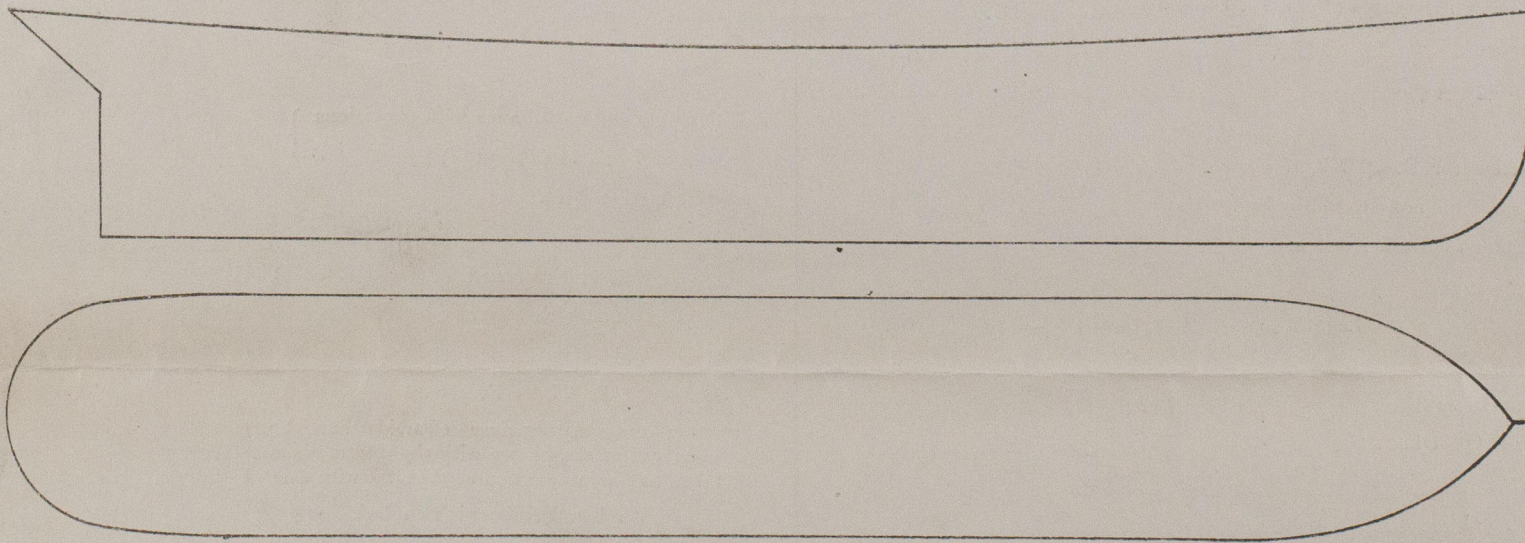
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end?

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

5/5 Odland  
Sheboard Particulars  
Now BALLYHOLME BAY

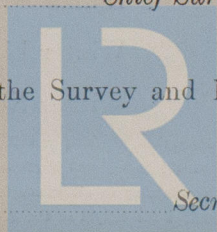


Show hereon arrangement of erections, depth of hold, &c.

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



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Foundation

Secretary.