

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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 *Newport Mon*
Date of Survey *12/8/32*
Name of Surveyor

Ship's Name. *ELLINGWORTH* Port of Registry and Nationality. *Italian* Official Number. *145472* Gross Tonnage. *6067* Date of Build. *1922-1* Particulars of Classification. *+100A1*

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>430.4</i>	<i>55.85</i>	<i>29.20</i>	<i>5709.42</i>
Length on LOADLINE.	<i>429.5</i>	Frame Depth // Rule <i>6 1/2</i> <i>4 1/2</i> $2 \times 4 1/2 = 7.5$	Ceiling <i>112.63</i> Sheer $+1.3$ <i>Drop in tank</i> $2 \div 2 = 1 + .08$	Peak } <i>above</i> Tanks }
CORRECTED DIMENSIONS.	<i>429.5</i>	<i>55.10</i>	<i>30.65</i>	<i>5709.42</i>

Moulded Depth as measured..... *31.10 1/2*

Addition for Keel below base line for draught record..... *2 1/4* 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..... *429.5*
Length in Table *382.5*
Difference *47*
Correction for 10ft., Table A. *1.6* Table C. *.8*
 \times Difference divided by 10 *7.52* (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 *3.76*
+ 3 3/4

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered *6078*
Thickness of usual wood deck, less stringer *3 1/2*
- 2

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *54-5 1/8*
Round of Beam *1-2 7/8*
Normal round..... *1-1 5/8*
Difference *1* $\div 2 =$ *1/2*
Proportion of Deck uncovered (Para. 19) *39 1/4*
- 1/4
195

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

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

Sheer { Stem..... *133*
at { Sternpost ... *66 3/8* } $199.375 \div 2 = 99.69$...Mean *36 1/2*
102.38
52.95
1.37

Sheer at $\frac{1}{8}$ of the length from { Stem *74 3/4*
Sternpost *37 7/8* } $112.63 \div 2 = 56.31$...Mean *56.31*
52.95
 $\div .55 = 102.58$

Gradual mean Sheer *101.03*
Standard mean Sheer [Table, Para. 18] *52.95* Correction
Difference..... *48.08* $\div 4 =$ *12.02*
If limited as Para. 18 (f) *- 12*

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

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

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *5-2*
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) } *7-4*
Difference *2-2*
Percentage as below..... *40.89*
10.63

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections *- 10 3/4*

	Length.	Length allowed.	Height.
Forecastle.....	<i>40.02</i>	<i>40.04</i>	<i>8.0</i>
Bridge House	<i>184-6 + 3 1/2 overhang</i>	<i>184.86</i>	..
† Raised Qr. Dk.....	<i>36-6 + 3 1/2 overhang</i>	<i>36.64</i>	..
Poop.....	<i>261-0 1/2</i>	<i>261.54</i>	<i>= 60.89</i>
Total	<i>429.50</i>		
Length of Ship			
Corresponding percentage { (Para. 11, 12, 13, or 14) }	<i>40.89</i>		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—

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

Tropical Fresh Water Line above Centre of Disc ... *330.13*
Fresh Water Line .. *178.7*
Tropical Line .. *152.6*
Winter Line below .. *152.6*
Winter North Atlantic Line ..

Tropical Fresh Water Freeboard ...
Fresh Water ..
Tropical ..
Winter ..
Winter North Atlantic ..

6-0 3/4 = 1848
4-11 3/4 = 1518
5-5 3/4 = 1670
5-6 3/4 = 1696
6-6 3/4 = 2000

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

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.

W1330-0248

S.B.
12/8/32

18 AUG 1932

1m. 8.32.

F.W. $\frac{13540}{40 \times 47.7} = 7.1$

MARKING FORM
14 AUG 1932
RECEIVED

MARKING FORM
15 OCT 1932
RECEIVED