

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 POOP 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 *Christiansburg*
Date of Survey *20-23 Feb. 1933*
Name of Surveyor

MOVIKEN

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>(BELLASCO)</i>	<i>Hull Bergen</i>	<i>146433</i>	<i>2494</i>	<i>1922/2</i>	<i>+100 A1</i>
Number in Register Book	<i>British Norwegian</i>				

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>300.5</i>	<i>43.7</i>	<i>22.2</i>	<i>2228.56</i>
Length on LOADLINE.	<i>299.0</i>	Frame Depth <i>9 1/2</i> Ceiling <i>+ 20</i> Peak } <i>Inc.</i> Rule " <i>5 1/2</i> Sheer <i>- 49</i> Tanks }		
		<i>2 x 4 = - 66</i> <i>Spanning holes</i>		
CORRECTED DIMENSIONS.	<i>299.0</i>	<i>43.04</i>	<i>21.91</i>	<i>2228.56</i>

Co-efficient of fineness..... *.79*
Any modification necessary }
[Para. 4 (a) to (e)]* } *C.D.B*
Co-efficient as corrected *.77*Sheer { Stem..... *72* } *96 ÷ 2 = 48* ...Mean *17.61 ÷ 36 = .49*
at { Sternpost ... *24* }Sheer at $\frac{1}{2}$ of the length from { Stem *17.25* }
Sternpost *3.25* } *20.50 ÷ 2 = 10.25* ...MeanGradual mean Sheer *22.29*
Standard mean Sheer [Table, Para. 18] *39.9* Correction
Difference..... *17.61 ÷ 4 =* *+ 4 1/2*§ If limited as Para. 18 (f) *+ 4 1/2*
*See sheer diagram*Rise in Sheer { At front of bridge house.....
from amidships }
[Para. 18 (e)] { At after end of forecastle ✓Fall in Sheer }
Para. 18 (d) } *÷ 2 =*
Length uncovered Correction ✓

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<i>2 - 5 1/2</i>
Correction for Length, if required (Para. 12, 13, and 14)	<i>+ 1/2</i>
	<i>2.6</i>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) }	<i>5 - 9 1/4</i>
Difference	<i>3 - 3 1/4</i>
Percentage as below.....	<i>30.11</i>
	<i>11.82</i>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

Allowance for Deck Erections *- 11 3/4*

	Length.	Length allowed.	Height.
Forecastle.....	<i>32.85</i>	<i>31.25</i>	<i>7.0</i>
Bridge House	<i>83.25</i>	<i>82.12</i>	<i>7.0</i>
† Raised Qr. Dk.....			
Poop.....	<i>28.16</i>	<i>28.16</i>	<i>7.5</i>
Total		<i>141.53</i>	<i>.473</i>
Length of Ship	<i>299.00</i>		

Corresponding percentage }
(Para. 12, 13, or 14) } *30.11*Moulded Depth as measured..... *24.5 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.....	<i>299.0</i>
Length in Table	<i>293.50</i>
Difference	<i>5.50</i>
Correction for 10ft., Table A.	<i>1.3</i> Table C. <i>.7</i>
× Difference divided by 10	<i>.715</i> (if required.) <i>.385</i>
If $\frac{1}{10}$ ths length covered divide by 2	<i>+ 3/4</i> <i>+ 1/2</i>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<i>.473</i>
Thickness of usual wood deck, less stringer	<i>3 1/2</i> <i>- 1 3/4</i>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<i>43.5</i>
Round of Beam	<i>10.75</i>
Normal round.....	<i>10.75</i>
Difference	<i>÷ 2 =</i>
Proportion of Deck uncovered (Para. 19)	✓

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

Freeboard, Table A	<i>5 - 4</i>
Correction for Sheer	<i>+ 4 1/2</i>
	<i>5 - 8 1/2</i>
Correction for Length	<i>+ 3/4</i>
	<i>5 - 9 1/4</i>
Allowance for Deck Erections	<i>- 11 3/4</i>
	<i>4 - 9 1/2</i>
Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any).....	✓
Correction for Steel Deck (if required)	<i>- 1 3/4</i>
	<i>4 - 7 3/4</i>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	✓
Other Corrections (if any)	✓

Winter Freeboard	<i>4 - 7 3/4</i>
Summer Freeboard	<i>4 - 4</i>
Indian Summer Freeboard	<i>4 - 0 1/4</i>
N. A. Winter Freeboard	<i>4 - 9 3/4</i>

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:—

Tropical Fresh Water Line above Centre of Disc ...	<i>9/4</i>	Tropical Fresh Water Freeboard ...	<i>3 - 6 1/2</i>
Fresh Water Line " " ...	<i>5 3/4</i>	Fresh Water " " ...	<i>3 - 10</i>
Tropical Line " " ...	<i>3 1/2</i>	Tropical " " ...	<i>4 - 0 1/4</i>
Winter Line below " " ...	<i>4</i>	Winter " " ...	<i>4 - 7 3/4</i>
Winter North Atlantic Line " " ...	<i>6</i>	Winter North Atlantic " " ...	<i>4 - 9 3/4</i>