

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 *Calcutta*
Date of Survey *25-11-32*
Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.																												
<i>EGRA</i>	<i>Glasgow</i> <i>British</i>	<i>129570</i>	<i>5108</i>	<i>1911-8</i>	<i>+ 100 A1 Shade Rk.</i>																												
Number in Register Book																																	
Registered dimensions from Ship's Register.	LENGTH. <i>410</i>	BREADTH. <i>52.81</i>	DEPTH. <i>24.7</i>	UNDER DECK TONNAGE. <i>3725.27</i>	Moulded Depth as measured..... <i>27.3</i>																												
Length on LOADLINE.	<i>409.42</i>	Frame Depth Rule <i>5 1/2</i> <i>2 1/2 x 2 = .42</i>	No Ceiling + .20 Sheer + .72 <i>2 1/2 x 2 = .42</i> <i>1" to margin</i>	Peak Tanks } <i>Inc</i>	Addition for Keel below base line for draught record..... inches.																												
CORRECTED DIMENSIONS.	<i>409.42</i>	<i>52.39</i>	<i>25.66</i>	<i>3725.27</i>																													
Co-efficient of fineness..... <i>.68</i> Any modification necessary } <i>C.D.B</i> [Para. 4 (a) to (e)]* } Co-efficient as corrected <i>.66</i>																																	
Sheer { Stem..... <i>96</i> at { Sternpost ... <i>54 1/2</i> } $150 \frac{1}{2} \div 2 = 75 \frac{1}{4}$... Mean <i>76.82</i> <i>50.94</i> <i>36 1/2 5/8</i> <i>72</i>																																	
Sheer at $\frac{1}{8}$ of the length from { Stem <i>54</i> Sternpost <i>30 1/2</i> } $84 \frac{1}{2} \div 2 = 42.25$... Mean <i>76.82</i> <i>50.94</i> <i>25.09</i> } $\div 4 = 6.27$																																	
Gradual mean Sheer <i>allowed</i> <i>76.03</i> } $\div 55 = 76.82$																																	
Standard mean Sheer [Table, Para. 18] <i>50.94</i> Correction																																	
Difference..... <i>25.09</i> } $\div 4 = 6.27$																																	
§ If limited as Para. 18 (f) <i>-6 1/4</i>																																	
Rise in Sheer { At front of bridge house..... from amidships { Para. 18 (e) } At after end of forecastle																																	
Fall in Sheer { } $\div 2 =$																																	
Para. 18 (d) { } $\div 2 =$																																	
Length uncovered Correction																																	
ALLOWANCE FOR DECK ERECTIONS :—																																	
Freeboard, Table C..... <i>3 - 1 1/2</i>																																	
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) } <i>5 - 7 1/2</i>																																	
Difference <i>2 - 6</i>																																	
Percentage as below..... <i>50.6%</i>																																	
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }																																	
Allowance for Deck Erections <i>15/4</i>																																	
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :—																																	
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Summer " " " " <i>4 - 9</i>																																	
Indian Summer " " " " <i>3 - 10 1/2</i>																																	
N. A. Winter " " " "																																	

22 DEC 1932

W416-0049

RECEIVED
27 NOV 32RECEIVED
27 JUL 1936RECEIVED
20 FEB 1933