

PARTICULARS RELATIVE 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.

Ship's Name.  
"TRURO."  
JOHN DUJHIE TORRY S.B.C<sup>OS</sup> No 459.  
Number in Register Book \_\_\_\_\_ ✓

Official  
Number.  
1465434

Gross  
Tonnage.

Date of Build.

### Particulars of Classification.

✠ 100.A.I. (CONTEMPLATED.)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	228.0.	34.2.	<del>13.8</del> TOP OF FLOORS	841.00.

Moulded Depth as measured..... 16' 0 $\frac{1}{4}$ "

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

Length on  
LOADLINE, 227.33

Frame Depth 6' Ceiling + 20' Peak } INCLUDED.  
Rule " 1 1/2" Sheer + 69' Tanks }  
2"  
= - 33'

CORRECTED DIMENSIONS.	227.33	33.87	14.87	841.00.
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Co-efficient of fineness.....  $\frac{841.00}{227.33 \times 33.87 \times 14.87} \times 100 = .73$

Any modification necessary } *cellular S.B.* = -.02.

[Para. 4 (a) to (e)]\* }

Co-efficient as corrected .....  $.71$

### CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	227.33. $\times$
Length in Table .....	192.25. $\times$
Difference .....	35.08 $\times$
Correction for 10ft., Table A. ....	1.0 Table
$\times$ Difference divided by 10 .....	3.50. $\times$ (if requi
If $\frac{1}{10}$ th this length covered divide by 2	= + $1\frac{3}{4}$ "

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$  the length covered ....  
 Thickness of usual wood deck, less stringer .....

CORRECTION FOR ROUND OF BEAM.

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

Sheer at  $\frac{1}{8}$  of the length from  $\left\{ \begin{array}{l} \text{Stem} \quad 42'' \\ \text{Sternpost} \quad 21\frac{1}{2}'' \end{array} \right\} \left\{ \begin{array}{l} 63\frac{1}{2}'' \div 2 = 31.75 \dots \text{Mean} \\ 57.72 \div .55 = 57.72 \end{array} \right.$

Gradual mean Sheer .....

Standard mean Sheer [Table, Para. 18] .....

Difference.....

Correction  $6\frac{1}{4}''$

§ If limited as Para. 18 (*f*).....

POOP.

Rise in Sheer from amidships [Para. 18 (e)]	{	At front of <del>bridge</del> house.....	<sup>3</sup> / <sub>4</sub> " 3 1/4"
		At after end of forecastle .....	<sup>1</sup> / <sub>4</sub> " 2 1/4"

¶ Fall in Sheer	} ✓	÷ 2 =	✓	
Para. 18 (d)				
Length uncovered .....	✓			Correction

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	7' 4" +
Correction for Length, if required (Para. 12, 13, and 14) .....	
Freeboard by Table A. corrected for sheer, and <del>for length</del> , if required (Para. 12, <del>13</del> , and <del>14</del> ) }	2' 1 1/2" +
Difference .....	1-5 3/4" +
Percentage as below... <u>Par. 12 scale</u> ✓	65.5. +
	11.62. +

Correction for R. Q. Dk. if engine and boiler openings not }  
covered by bridge house (Para. 11) }  
Allowance for Deck Erections ..... 11 1/2"

	Length.	Length allowed.	Height.
Forecast.....	51.75.....	51.75. ✕	7.6
Bridge House			
AND			
+ Raised Or. Dr. }	142.75.....	142.75. ✕	7.6 .....
Loop. COMBINED.....			
Total .....		<u>194.50</u> ✕	= . 855. +
Length of Ship .....		227.33.	
Corresponding percentage			
(Para. N, 12, 13, or N) }	65.5 % ✕		

Freeboard, Table A .....	2. 7 $\frac{3}{4}$ "	x
Correction for Sheer .....	- 6 $\frac{1}{4}$ "	x
	2. 1 $\frac{1}{2}$ "	x
Correction for Length .....	+ 1 $\frac{3}{4}$ "	x
	2. 3 $\frac{1}{4}$ "	x
Allowance for Deck Erections .....	- 11 $\frac{1}{2}$ "	x
	1. 3 $\frac{3}{4}$ "	x
Correction for Round of Beam.....		v
Correction for fall in Sheer (if any).....		v
Correction for Iron Deck (if required) .....		
	3"	x
	1. 0 $\frac{3}{4}$ "	x
Additions for non-compliance with provisions of { .....		v
Para. 11 (d) and (e) ‡		
Other Corrections (if any) .....		v

Winter Freeboard .....		1 - 0 $\frac{3}{4}$ "
Summer Freeboard .....	- 2"	10 $\frac{3}{4}$ "
Indian Summer Freeboard .....	- 4"	8 $\frac{3}{4}$ "
N. A. Winter Freeboard .....	+ 2"	1 - 2 $\frac{3}{4}$ "

Correction necessary because clearside amidships, measured  
in accordance with the Statute is not taken at the  
intersection of the ~~wood or~~ iron deck with side.

Winter Freeboard from deck line	1-2 1/4"
Summer " " " "	1-0 1/4"
Indian Summer " " " "	10 1/4"
N. A. Winter " " " "	1-4 1/4"

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

Fresh Water Line	above	centre of Disc	...	...	...	...	...
Indian Summer Line	"	"	"	...	...	...	...
Winter Line	below	"	"	...	...	...	...
Winter North Atlantic Line	"	"	"	...	...	...	...

the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

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.

In decked vessels the total standard mean sheer means the sheer measured at the stem and stern.

In vessels having poots and forecastles, it means the sheer measured at points distant one-fourth of the vessel's length from stem and stern-post.

+ State dimensions of freeing port area on back of this form.

The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft should be reported.

2nd, 8, 11. T.

W416-0141

2<sup>nd</sup>  
4<sup>th</sup>

measured relatively to the straight line, and the vessel's draft at time of report.

FOUNDACTION (P.T.O.)  
5.2.24



AND BRIDGE COMBINED

Do all the Frames extend to the top height in the Poop? *Yes.* Raised Quarter Deck? *✓* UPPER Bridge House? *alternate* Forecastle? *Yes.*  
 To what height do the Reverse Frames extend? *at fore end only. 7, a side abaft collision bulkhead + extend to Main D<sup>h</sup>*  
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes.*  
 Give particulars of the means for closing the openings in Bulkhead *see sketch attached.* *By steel plate attached to weather boards in inside channels by 1" bolts 12" apart.*  
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *Yes.* Has the Bridge House an efficient Bulkhead at the fore end?  
 Give particulars of the means for closing the openings in Bulkhead  
 What is the thickness of the <sup>POOP</sup> Bridge Front plating? *.30"* and Coaming plate? *.34" x 42"*  
 Give scantlings and spacing of the Stiffeners *7" x 3" x 40" B. Angles. 30" apart. (As approved)*  
 Are bracket plates fitted at each end of the Stiffeners? *Yes.* Are hor'l. brackets fitted connecting <sup>POOP</sup> Bridge Bulk'd. with Bulwarks? *Yes.*  
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Poop + Bridge combined.*  
 How are the openings closed?  
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes. 7'6".* Has the Forecastle an efficient Iron ~~Wood~~ Bulk'd. at after end? *Yes.*  
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by Poop and above enclosed in steel house.*  
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Exposed fore end is efficiently constructed.*  
 Give thickness of plating; scantlings and spacing of Stiffeners. *.28", coamings .34" stiffers 5" x 3" x 32" + 7" x 3" x 38" B.A. 31" apart.*  
 What is the height of the exposed Casings? *7'0" above Poop.* Are suitable means provided for closing all openings in them in bad weather? *Yes.*  
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— *Yes. ✓*

Position and Size.	No. 1 = 16'9 1/2" x 11'0"		No. 2 = 23'2" x 13'0"		No. 3 = 13'9 1/2" x 13'0"		No. 4 = 28'1" x 13'0"			
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	2'6"	as	2'6"	as	2'6"	as	2'6"	as	
	Thickness { Sides.....	.46"	approved.	.46"	approved.	.46"	approved.	.50"	approved.	
	Ends.....	.44"		.44"		.44"		.44"		
SHIFTING BEAMS OR WEB PLATES.	Number.....	2	-do.-	4	-do.-	1	-do.-	4	-do.-	
	Section and Scantlings.....	11" 12 x 6 x 30		-do.-	-do.-	-do.-	-do.-	-do.-		
	Material.....	steel.								
* FORE AND AFTERS.	Number.....									
	Section and Scantlings.....									
	Material.....									
HATCHES	Thickness.....	3" P.P.		solid.		solid.		solid.		
Remarks.....	solid.									

\* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(If the sill of the lowest side scuttle will 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.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the <sup>POOP</sup> Bridge Sheerstrake? *.51" to .34" ends.* Strake between Main and ~~Bridge~~ Sheerstrakes? *.51" to .34".*

Delete the words { The Crew are, ~~are not~~, berthed in the bridge house, Poop aft and in houses alongside Casings. }  
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~are not~~ satisfactory. }

Length of Bulwarks in well *32'83".*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *9.8 x* Sq. ft.

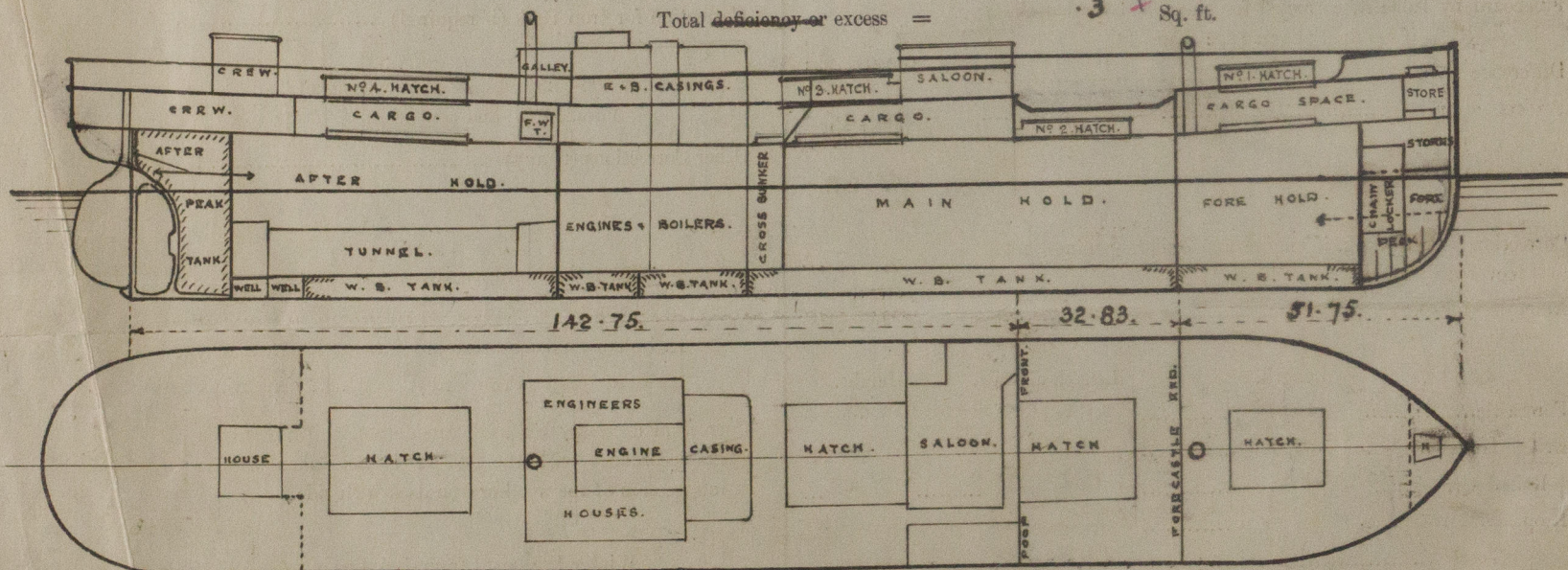
Ft. Tenths. Ft. Tenths. No.

*2. 0' x 1. 25 x 2.*

*2. 25 x 1. 25 x 2.*

Freeing Ports (each side of vessel) = *10.1 x* Sq. ft.

Total deficiency or excess = *.3 x* Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel. *Exposed weather decks .025" in excess of Rules + not less than Main deck in Bunkers .05" in excess, also Shell. Frames 16" in excess in Bunkers. The whole structure under Boilers .10" in excess. Rudder head 1/4" in excess of Rules.*

The plans of Midship Section and Profile are forwarded herewith for reference. *also plan of Tonnage openings Poop + Fore*

Owners *Ellermans Wilson Line Ltd.*

Address *Hull.*

Fee £ *Received by me*

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