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(For London Office only.)

# 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

Date of Survey 3. 10. 32

Name of Surveyor

Ship's Name. <b>NEWTON BEECH</b>		Port of Registry and Nationality. <b>Newcastle British</b>	Official Number. <b>148 139</b>	Gross Tonnage. <b>46 51</b> <del>46 44</del>	Date of Build. <b>1925</b>	Particulars of Classification. <b>+ 100 A1</b>
Registered dimensions from Ship's Register.	LENGTH. <b>372.80</b>	BREADTH. <b>54.6</b> <del>51.7</del>	DEPTH. <b>26.85</b>	UNDER DECK TONNAGE. <b>4248.04</b>	Moulded Depth as measured..... <b>29.3"</b>	NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.
Length on LINE.	<b>371.75</b>	Frame Depth Rule <b>6/2</b> <b>+ .33</b> <i>Carro rollers fitted</i>	Ceiling <b>+ .20</b> Sheer <b>+ .61</b>	Peak Tanks <b>4</b> <i>incl. 1 tank</i> <i>Grain Store - 5</i> <i>+ 25 tons for 11" x 12" frames first &amp; aft of corrugation</i>	Addition for Keel below base line for draught record... <b>2"</b> inches.	
CORRECTED DIMENSIONS.	<b>371.75</b>	<b>52.03</b>	<b>27.66</b>	<b>4268.04</b>	CORRECTION FOR LENGTH. Length of Ship on Loadline..... <b>371.75</b> Length in Table ..... <b>357.00</b> Difference ..... <b>20.75</b> Correction for 10ft., Table A. .... <b>1.5</b> Table C. <b>.75</b> × Difference divided by 10 ..... <b>3.11</b> (if required.) <b>1.55</b> If $\frac{1}{10}$ ths length covered divide by 2 <b>+ 3"</b> <b>+ 1 1/2"</b>	
Co-efficient of fineness..... <b>.80</b> Any modification necessary { [Para. 4 (a) to (e)]* } <b>- .02</b> Co-efficient as corrected ..... <b>.78</b>						
Sheer { Stem..... <b>91</b> } <b>137 ÷ 2 = 68.5</b> Mean <b>36 1/2</b> at { Sternpost .. <b>46</b> } <b>47.17</b>  Sheer at $\frac{1}{2}$ of the length from { Stem <b>50</b> } <b>76 ÷ 2 = 38"</b> Mean <b>69.09</b> { Sternpost <b>26</b> } <b>47.17</b> Gradual mean Sheer ..... <b>68.79</b> Standard mean Sheer [Table, Para. 18] ..... <b>47.17</b> Correction Difference..... <b>21.62</b> <b>÷ 4 = 5.40</b> § If limited as Para. 18 (f) ..... <b>- 5 1/2"</b>						
Rise in Sheer { At front of bridge house..... from amidships { [Para. 18 (e)] { At after end of forecastle ..... ✓  Fall in Sheer { Para. 18 (d) } <b>÷ 2 =</b> Length uncovered ..... ✓ Correction						
ALLOWANCE FOR DECK ERECTIONS:— Freeboard, Table C..... <b>4' - 1 1/4"</b> Correction for Length, if required (Para. 12, 13, and 14) ..... <b>+ 1 1/2"</b> <b>4' - 2 3/4"</b> Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } <b>7' - 1 1/4"</b> Difference ..... <b>2' - 10 1/2"</b> Percentage as below..... <b>31.47</b> <b>10.86</b>  Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } ✓ Allowance for Deck Erections ..... <b>- 10 3/4"</b>  Length. Length allowed. Height. Forecastle..... <b>35' - 9" + 2' - 3" (incl. 5' - 6" overhang)</b> <b>36.50</b> <b>8' - 0"</b> Bridge House ..... <b>110' - 6" (incl. 5' - 6" overhang)</b> <b>109.87</b> <b>8' - 0"</b> † Raised Qr. Dk..... ✓ ..... Poop..... <b>36' - 9"</b> <b>36.75</b> <b>8' - 0"</b> Total ..... <b>183.12</b> Length of Ship ..... <b>371.75 = .4925</b> Corresponding percentage { (Para. 11, 12, 13, or 14) } <b>31.47%</b>						
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <del>Wood</del> , Steel, Deck:— Tropical Fresh Water Line above Centre of Disc ... <b>11 1/2"</b> <b>11 1/2"</b> Tropical Fresh Water Freeboard ... <b>5' - 7 1/4"</b> Fresh Water Line " " ... <b>6 1/2"</b> <b>6 1/2"</b> Fresh Water " " ... <b>5' - 0 3/4"</b> Tropical Line " " ... <b>5"</b> <b>5"</b> Tropical " " ... <b>5' - 2 1/4"</b> Winter Line below " " ... <b>5 1/2"</b> <b>5 1/2"</b> Winter " " ... <b>6' - 0 3/4"</b> Winter North Atlantic Line " " ... " " ... Winter North Atlantic " " ...  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. <b>NIL</b>						

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