

Forecastle? *ye*
 No. *1b.*
 No. *21*
 No. *300*

2339)
Lloyd's Register of British & Foreign Shipping.
 SURVEYS FOR FREEBOARD.—STEAM SHIPS.

FRI. JUL. 31. 1914 *34263*

ARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
 UP 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 *Glasgow*
 Date of Survey *30th July 1914*
 Name of Surveyor *George Nicol*

Ship's Name *Harvey Adamson*
 Port of Registry and Nationality *Glasgow British*
 Official Number *136336*
 Gross Tonnage *1050*
 Date of Build *1914*
 Particulars of Classification *+100. A-1. Shade deck (class contemplated)*

REGISTERED DIMENSIONS FROM REGISTER.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>219.7</i>	<i>35.15</i>	<i>11.35</i>	<i>637.16</i>
LENGTH ON LOADLINE.	<i>220.0</i>	Frame Depth Rule <i>3 1/2</i>	Ceiling <i>1 1/2</i> Sheer <i>+12</i> Peak Tanks <i>Dep th to floors - .25</i>	
CORRECTED DIMENSIONS.	<i>220.0</i>	<i>34.9</i>	<i>11.78</i>	<i>637.16</i>

Moulded Depth as measured *12'-8"*
 $\frac{13-5}{1-9} = 11-8$

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

Co-efficient of fineness *.40*
 Any modification necessary [Para. 4 (a) to (e)]* *.72*
 Co-efficient as corrected *.40*

CORRECTION FOR LENGTH.
 Length of Ship on Loadline *220'-0"*
 Length in Table *152-0*
 Difference *68*
 Correction for 10ft., Table A *.9* Table C *.5*
 × Difference divided by 10 *6.12* (if required.)
 If $\frac{1}{10}$ ths length covered divide by 2 *+6* *+3 1/2*

Sheer { Stem *52* } $66 \div 2 = 33$ Mean *36.36*
 at { Sternpost *74* } *32.0*
 Sheer at $\frac{1}{3}$ of the length from { Stem *34* } $40 \div 2 = 20$ Mean *36.36*
 { Sternpost *6* } *12*
 Gradual mean Sheer *36.36 + 33 = 34.68*
 Standard mean Sheer [Table, Para. 18] *19.2* Correction *19.2 - 34.68 = -15.48*
 Difference *19.2 - 34.68 = -15.48*
 § If limited as Para. 18 (f) *-1/4"*

CORRECTION FOR IRON DECK.
 Proportion covered, if less than $\frac{1}{10}$ ths length covered
 Thickness of usual wood deck, less stringer *wood deck*

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

CORRECTION FOR ROUND OF BEAM.
 Breadth at Gunwale amidships *35*
 Round of Beam *9*
 Normal round *8 3/4*
 Difference $\frac{1}{4} \div 2 =$
 Proportion of Deck uncovered (Para. 19)

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

Fall in Sheer { Para. 18 (d) } $\frac{15}{8} \div 2 = 13/16$
 Length uncovered *41* Correction *+*

Freeboard, Table A *1-10.0*
 Correction for Sheer *-20*
 Correction for Length *6.12*
 Allowance for Deck Erections *8.31*
 Correction for Round of Beam *1-7 3/4*
 Correction for fall in Sheer (if any) *X*
 Correction for Iron Deck (if required) *X-8*
 Additions for non-compliance with provisions of Para. 11 (d) and (e) †
 Other Corrections (if any)

ALLOWANCE FOR DECK ERECTIONS :—
 Freeboard, Table C *3.66*
 Correction for Length, if required (Para. 12, 13, and 14) *3.4*
 Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) *2-4.12*
 Difference *1-9.06*
 Percentage as below *39.48*

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) *8.31*
 Allowance for Deck Erections *8.31*

	Length.	Length allowed.	Height.
Forecastle <i>open aft</i>	<i>50.25</i>	<i>39.12</i>	<i>7'6"</i>
Bridge House <i>open</i>	<i>104.00</i>	<i>52.00</i>	"
† Raised Qr. Dk.			
Poop <i>partly closed</i>	<i>45.50</i>	<i>39.45</i>	"
Total		<i>130.57</i>	
Length of Ship	<i>220</i>		<i>= 59.35</i>
Corresponding percentage (Para. 12, 13, or 14)	<i>39.48</i>		

Winter Freeboard *1-8 1/2*
 Summer Freeboard *1-8 1/2*
 Indian Summer Freeboard *1-8 1/2*
 N. A. Winter Freeboard *1-8 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. *+1 1/2*

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck :—
 Fresh Water Line above centre of Disc *1-7*
 Indian Summer Line " " " *3*
 Winter Line below " " " *2*
 Winter North Atlantic Line " " " *2*

Winter Freeboard from deck line *1-9 1/2*
 Summer " " " *1-8 1/2*
 Indian Summer " " " *1-8 1/2*
 N. A. Winter " " " *1-8 3/4*

† If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
 ‡ In 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 flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one eighth 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.

no Bas 31/7/14



W996-0258

RECEIVED 8/10/14

