

# 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

21-7-26

Name of Surveyor

Ship's Name.

Port of Registry and Nationality.

Official Number.

Gross Tonnage.

Date of Build.

Particulars of Classification.

Number in Register Book

+ 100 A.1. (Contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	Mld. 213.375	32' 4"	15' 6"	
Length on LOADLINE.	Frame Depth Rule	Ceiling Sheer	Peak Tanks	
CORRECTED DIMENSIONS.	213.37			

Moulded Depth as measured

15' 6"

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

Addition for Keel below base line for draught record.....inches.

## CORRECTION FOR LENGTH

Length of Ship on Loadline.....	213.37
Length in Table .....	186.00
Difference .....	27.37
Correction for 10ft., Table A. ....	1.0 Table C.
× Difference divided by 10 .....	2.74 (if required.)
If 1/10ths length covered divide by 2	1.37
	+ 1 1/4"

## CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered .....	-
Thickness of usual wood deck, less stringer .....	3" - 3"

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	32' 0"
Round of Beam .....	8"
Normal round.....	8"
Difference .....	÷ 2 =
Proportion of Deck uncovered (Para. 19) .....	

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

Co-efficient of fineness.....

Any modification necessary [Para. 4 (a) to (e)]\*

Co-efficient as corrected .....

Δ given by Builders  
725  
74 provisionally

Sheer {Stem..... 69} 102 ÷ 2 = 51.0..Mean  
at {Sternpost ... 38}Sheer at 1/3 of the length from {Stem} ÷ 2 = ...Mean  
{Sternpost}

Gradual mean Sheer .....

Standard mean Sheer [Table, Para. 18] ..... 31.34 Correction

Difference..... 19.66 ÷ 4 = 4.91

§ If limited as Para. 18 (f) .....

Rise in Sheer {At front of bridge house.....  
from amidships {At after end of forecastle .....

Fall in Sheer {Para. 18 (d)} ÷ 2 =

Length uncovered ..... Correction

## ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 0' 4 1/2"

Correction for Length, if required (Para. 12, 13, and 14) .....

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) ..... 2" 2"

Difference ..... 1' 6 1/2"

Percentage as below..... 64.9%

- 12.0

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

Allowance for Deck Erections ..... - 11 1/2"

	Length.	Length allowed.	Height.
Forecastle.....	30.27	29.13	7'-6"
Bridge House .....	11.25	11.25	7'-6"
Raised Qr. Dk.....	131.73 × 35/375	123.00	3'-6"
Poops.....			
Total .....		163.38	= .766
Length of Ship .....		213.37	

Responding percentage {Para. 11, 12, 13, or 14} 64.9%

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

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

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 sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

† 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 vessels draught at time of survey, and also the usual load draught forward and aft, should be reported.

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