

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

22701

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH 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 *Copenhagen*
Date of Survey *8 Dec 1913.*
Name of Surveyor *J. A. A. C. von Rosen*

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Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"Fionia"	<i>Copenhagen Danish</i>		<i>5218.19</i>	<i>1913</i>	<i>100A1. Awnings Deck (with Freeboard)</i>

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<i>394.4</i>	<i>53.2</i>	<i>27.0</i>	<i>4297.47</i>
<i>395</i>	Frame Depth $9\frac{1}{2}$ Rule " 6 $3\frac{1}{2}$ $3\frac{1}{2} \times 2 = .58$	Ceiling <i>filled</i> Sheer $+ 26'$ Depth to Tank 27.56 Level Tank	Peak Tanks
<i>395</i>	<i>52.62</i>	<i>27.82</i>	<i>4297.47</i>

Efficient of fineness..... *.74*
Modification necessary } *Cell D.B.*
Para. 4 (a) to (e)]*
Efficient as corrected *.72*

Stem..... $6'-2"$
Sternpost $3'-3"$
 $9'-5" \div 2 = 56.5$ Mean
at $\frac{1}{2}$ of the length from Stem $3'-5\frac{3}{4}"$
Sternpost $1'-11\frac{1}{4}"$
 $5'-5" \div 2 = 32.5$ Mean
Actual mean Sheer $57.79' \div 55 = 59.09$
Standard mean Sheer [Table, Para. 18] $49.5'$ Correction
Difference..... $8.29' \div 4 = -2"$
limited as Para. 18 (f)..... 2.07

ise in Sheer { At front of bridge house.....
m amidships {
Para. 18 (e) { At after end of forecastle

Fall in Sheer {
Para. 18 (d) { $\div 2 =$
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... $4'-3.0'$
Correction for Length, if required (Para. 12, 13, and 14) $\pm 3'$
 $4'-5.88'$
 $4'-4.18'$
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) $7'-4\frac{1}{4}'$
Difference $3'-1.30'$
Percentage as below 38.32%
 14.29 14.27

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) $-1'-2\frac{1}{4}'$
Allowance for Deck Erections $-1'-2\frac{1}{4}'$

	Length.	Length allowed.	Height.
Forecastle	$41'-1"$	$41.08'$	$7'-6"$
Bridge House	$142'-11"$	$160.0'$	$8'-0"$
Raised Qr. Dk.	$28'-11"$	$27.87'$	$7'-6"$
Total	242.92	228.95	$.549$
Length of Ship	395.0	395.0	

Corresponding percentage {
Para. 14, 12, 13, or 14) } 38.32%

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Line) Deck $2" \text{ above } 2\frac{1}{2}" \text{ wood sheathing on Awnings}$
Fresh Water Line above centre of Disc $6"$
Indian Summer Line " " " $5\frac{1}{2}"$
Winter Line below " " $5\frac{1}{2}"$
Winter North Atlantic Line " " " $5\frac{1}{2}"$

Moulded Depth as measured..... $30'-0"$

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 395.0
Length in Table 360
Difference 35.0
Correction for 10ft., Table A. 1.5 Table C. $.8$
 \times Difference divided by 10 5.25 (if required.) 2.88
If $\frac{1}{10}$ ths length covered divide by 2 $+5\frac{1}{4}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered $.549$
Thickness of usual wood deck, less stringer $2\frac{1}{2}"$
 $2\frac{1}{2}" \text{ Peak Sheathing fitted}$ Correction $-\frac{1}{2}"$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....
Round of Beam $13\frac{1}{4}" \text{ in } 53'-0"$
Normal round.....
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19)

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

Freeboard, Table A $4'-4.0'$ $7'-4"$
Correction for Sheer $2.04'$ 2
 $4'-1.93'$ $4'-2"$
Correction for Length $5.25'$ $+5\frac{1}{4}"$
 $4'-4.18'$ $4'-4\frac{1}{4}"$
Allowance for Deck Erections $1'-2.29'$ $1'-2\frac{1}{4}"$
 $6'-4.89'$ $6'-5"$
Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
 $2\frac{1}{2}" \text{ Sheathing in}$
Correction for Iron Deck (if required) $-\frac{1}{2}"$
 $6'-4\frac{1}{2}"$
Additions for non-compliance with provisions of {
Para. 11 (d) and (e) }
Other Corrections (if any)

Winter Freeboard $6'-4\frac{1}{2}"$
Summer Freeboard $5'-11\frac{1}{4}"$
Indian Summer Freeboard $5'-6"$
N. A. Winter Freeboard \checkmark

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. $+2$

Winter Freeboard from deck line $6'-6\frac{1}{2}"$
Summer " " " $6'-1\frac{1}{4}"$
Indian Summer " " " $5'-8"$
N. A. Winter " " " \checkmark

Amended Tables March 1906..... $6"$
 $5\frac{1}{2}"$

2m, 7, 18 T.
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 vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.

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P.T.O.