

Preliminary

Index No. 32163
(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 28-9-26
Name of Surveyor

Swan Hunter & Wigham Richardson
Ship's Name
No 1234 Ship
Number in Register Book
Port of Registry and Nationality.
Official Number.
Gross Tonnage.
Date of Build.
Particulars of Classification.
100 A1 carrying petroleum in bulk (contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
		53.37	30.90	5250
Length on LOADLINE.		Frame Depth $9\frac{1}{4}$ Rule " $\frac{6}{3\frac{1}{4}}$ $\times 2 = .54$ No sparring +.33	Ceiling +.20 No Sheer +.70	Peak Tanks } Fon D.B. aft +.77 (in)
CORRECTED DIMENSIONS.	410.0	53.16	31.80	5327

Moulded Depth as measured..... 31'-1"
Addition for Keel below base line for draught record..... inches.

NOTE.— If the depth is measured when vessel is afloat, the details of measurement should be reported.
31-1
1-0
32-13
1-2
30-10

CORRECTION FOR LENGTH

Length of Ship on Loadline.....	410
Length in Table	373
Difference	37
Correction for 10ft., Table A.	1.6
Table C.8
\times Difference divided by 10	5.92 (if required.)
2.96	
If $\frac{1}{10}$ ths length covered divide by 2	+6" +3"

Co-efficient of fineness..... .769
Any modification necessary [Para. 4 (a) to (e)]* } Bottom longitudinal
Co-efficient as corrected78

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered417
Thickness of usual wood deck, less stringer	3 $\frac{1}{2}$ "
1.46	-1 $\frac{1}{2}$ "

Sheer { Stem..... 102 }
at { Sternpost ... 51 } $153 \div 2 = 76.5$ Mean $36 \frac{25.36}{70}$
Sheer at $\frac{1}{2}$ of the length from { Stem 56 }
{ Sternpost 28 } $84 \div 2 = 42$ Mean $\div .55 = 76.36$
Gradual mean Sheer 76.36
Standard mean Sheer [Table, Para. 18] 51.00 Correction
Difference..... $25.36 \div 4 = 6.34$
§ If limited as Para. 18 (f) -6 $\frac{1}{4}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	51'-2"
Round of Beam	12 $\frac{3}{4}$ "
Normal round.....	12 $\frac{3}{4}$ "
Difference	$\checkmark \div 2 =$
Proportion of Deck uncovered (Para. 19)	\checkmark

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

Rise in Sheer { At front of bridge house..... }
from amidships { At after end of forecastle }
[Para. 18 (e)]
Fall in Sheer { Nil. $\div 2 =$ }
Para. 18 (d)
Length uncovered Correction

Freeboard, Table A	8'-1"
Correction for Sheer	- 6 $\frac{1}{4}$ "
7'-6 $\frac{3}{4}$ "	
Correction for Length	+ 6"
8'-0 $\frac{3}{4}$ "	
Allowance for Deck Erections	- 9 $\frac{1}{4}$ "
7'-3 $\frac{1}{2}$ "	

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	4'-10 $\frac{1}{2}$ "
Correction for Length, if required (Para. 12, 13, and 14)	+ 3"
5'-1 $\frac{1}{2}$ "	
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	8'-0 $\frac{3}{4}$ "
Difference	2'-11 $\frac{1}{4}$ "
Percentage as below.....	26.19%
9.23	

Correction for Round of Beam.....	\checkmark
Correction for fall in Sheer (if any).....	\checkmark
Correction for Steel Deck (if required)	- 1 $\frac{1}{2}$ "
7'-2"	
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	\checkmark
Other Corrections (if any)	\checkmark

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }	\checkmark	
Allowance for Deck Erections	- 9 $\frac{1}{4}$ "	
Length.	Length allowed.	Height.
Forecastle..... 39.0	39.0	7.5
Bridge House 26.0	26.0	7.5
† Raised Qr. Dk.....		
Poop..... 106.0	106.0	7.5
Total	171.0	
Length of Ship	410.0	$= .417$

Winter Freeboard	7'-2"
Summer Freeboard	6'-8 $\frac{1}{2}$ "
Indian Summer Freeboard	6'-3"
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 steel deck with side.	13 $\frac{1}{4}$ "

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	" " "

Winter Freeboard from deck line	7'-3 $\frac{3}{4}$ "
Summer " " "	6'-10 $\frac{1}{4}$ "
Indian Summer " " "	6'-4 $\frac{3}{4}$ "
N.A. Winter " " "	\checkmark
6'-10 $\frac{1}{2}$ "	
6"	
5 $\frac{1}{2}$ "	
5 $\frac{1}{2}$ "	

† 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.

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