

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. A TRUNK.~~

Port of Survey London
Date of Survey 21st Nov 1932
Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>LIDO</u>	<u>London British</u>	<u>148787</u>	<u>160</u>	<u>1926/8</u>	<u>+ 100 A.I. Carrying Pet. in Bulk.</u>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>92.9</u>	<u>21.4</u>	<u>8.75</u>	<u>124.85</u>
Length on LOADLINE.	<u>92.5</u>	Frame Depth <u>4 3/4</u> Rule <u>3</u> <u>13/4</u> <u>no span</u> <u>+ .33</u>	Ceiling <u>+ .20</u> Sheer <u>-.09</u>	Peak <u>118.46</u> Tanks
CORRECTED DIMENSIONS.	<u>92.5</u>	<u>21.44</u>	<u>8.86</u>	<u>124.85</u>

Moulded Depth as measured..... 8'-9"
Addition for Keel below base line for draught record..... 73 inches.

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.....	<u>92.5</u>
Length in Table	<u>105.0</u>
Difference	<u>12.5</u>
Correction for 10ft., Table A.	<u>.8</u> Table C. <u>.4</u>
× Difference divided by 10	<u>1.0</u> (if required.) <u>.50</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>-1</u> <u>-1/2</u>

R&D + F = <u>.584</u>	TRUNK = <u>.120</u>	TOTAL = <u>.704</u>
CORRECTION FOR IRON DECK.		
Proportion covered, if less than $\frac{1}{10}$ ths length covered		
Thickness of usual wood deck, less stringer	<u>2 1/2</u>	<u>-1/4</u> = <u>-2 1/4</u>

CORRECTION FOR ROUND OF BEAM.	
Breadth at Gunwale amidships.....	<u>20.5</u>
Round of Beam	<u>5</u>
Normal round.....	<u>5.31</u>
Difference	<u>.31</u> ÷ 2 = <u>.155</u>
Proportion of Deck uncovered (Para. 19)	<u>.296</u>

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

Co-efficient of fineness..... .714
Any modification necessary { [Para. 4 (a) to (e)]* } + .01 for shallow form
Co-efficient as corrected72

Sheer { Stem..... 30 } 38 ÷ 2 = 19 ... Mean 36 3/4
at { Sternpost ... 8 } -.09
Sheer at $\frac{1}{2}$ of the length from { Stem 15 } 17.5 ÷ 2 = 8.75 ... Mean 15.91
{ Sternpost 2 1/2 } ÷ .55 =
Gradual mean Sheer 8.75
Standard mean Sheer [Table, Para. 18] 11.55 Correction
Difference..... 2.80 ÷ 4 = .70
§ If limited as Para. 18 (f) + 3/4

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

Fall in Sheer {
Para. 18 (d) } ÷ 2 =
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—	
Freeboard, Table C.....	<u>0'-1 3/4</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>- 1/2</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) }	<u>0'-1 1/4</u>
Difference	<u>1'-1</u>
Percentage as below.....	<u>0'-11 3/4</u>
	<u>26.81</u>
	<u>3.15</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) - 3/4
Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	<u>19.0</u>	<u>19.0</u>	<u>6.75</u>
TRUNK <u>35</u> × <u>7.5</u> × <u>1.83</u> × <u>4</u> × <u>1</u> = <u>4.13</u>	<u>21.25</u>	<u>21.9</u>	<u>2.0</u>
† Raised Qr. Dk.....	<u>31.50</u> × <u>2.0</u>	<u>21.36</u>	<u>2.0</u>
Poop.....	<u>2.95</u>		
Total		<u>44.49</u>	<u>.481</u>
Length of Ship		<u>92.50</u>	

Corresponding percentage { 30.78 × .871 = 26.81 }
(Para. 11, 12, 13, or 14)

Freeboard, Table A	<u>1'-2</u>
Correction for Sheer	<u>+ 3/4</u>
Correction for Length	<u>1'-2 3/4</u>
Allowance for Deck Erections	<u>1'-1 3/4</u>
Correction for Round of Beam.....	<u>3 1/4</u>
Correction for fall in Sheer (if any).....	<u>0'-10 1/2</u>
Correction for Steel Deck (if required)	<u>- 2 1/4</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<u>0'-8 1/4</u>
Other Corrections (if any)	

Winter Freeboard	<u>0'-8 1/4</u>
Summer Freeboard <u>(1.2) = 1 1/2</u>	<u>0'-6 3/4</u>
Indian Summer Freeboard	<u>0'-5 1/4</u>
N. A. Winter Freeboard	<u>0'-10 1/4</u>

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.

Winter Freeboard from deck line	
Summer " " " "	
Indian Summer " " " "	
N. A. Winter " " " "	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :—

Tropical Fresh Water Line above Centre of Disc ...	<u>3 1/2</u>
Fresh Water Line " " ...	<u>2</u>
Tropical Line " " ...	<u>1 1/2</u>
Winter Line below " " ...	<u>1 1/2</u>
Winter North Atlantic Line " " ...	<u>3 1/2</u>

Tropical Fresh Water Freeboard ...	<u>0'-3 1/2</u>
Fresh Water " " ...	<u>0'-4 1/2</u>
Tropical " " ...	<u>0'-5</u>
Winter " " ...	<u>0'-8</u>
Winter North Atlantic " " ...	<u>0'-11 1/2</u>

23 NOV 1932