

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 ~~Birth~~ 1.1.24

Name of Surveyor

Ship's Name.

Port of Registry
and Nationality.Official
Number.

Gross
Tonnage.

Date of Build.

Particulars of Classification.

+100 A.I. Carrying petroleum
in bulk (contemplated)

Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	280.0	37.0	14.0	800.
Length on LOADLINE.	250	Frame Depth 5 Rule " $\frac{4}{1}$ - .17 $\frac{3}{4}$ " Convex shearing = +.20	last Ceiling +.10 Sheer \checkmark	Peak 39 in. h. Tanks Deck floor aft + 7 tons
CORRECTED DIMENSIONS.	250.	37.03	14.10	807

Moulded Depth ^{given} ~~as measured~~ 15'-0"

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.....	200	
Length in Table	180	
Difference	20	
Correction for 10ft., Table A.	1.0	Table C.
× Difference divided by 10	2.0	(if required.)
If $\frac{6}{10}$ ths length covered divide by 2	1.0	+1"

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered ... *over 10ths*
 Thickness of usual wood deck, less stringer 3"

CORRECTION FOR ROUND OF BEAM.

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

Breadth at Gunwale amidships.....

Round of Beam *Assumed standard*

Normal round.....

Difference $\div 2 =$

Proportion of Deck uncovered (Para. 19)

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

$$\left. \begin{array}{l} \text{Fall in Sheer} \\ \text{Para. 18 (d)} \end{array} \right\} \div 2 =$$

Length uncovered

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C..... 0-7 1/4.
Correction for Length, if required (Para. 12, 13, and 14) ✓

Freeboard by Table A, corrected for sheer, ~~and for length,~~ } 2-6
if required (Para. 12, ~~13, and 14~~) }
Difference 1-10 3/4
Percentage as below 47.4

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }

Allowance for Deck Erections - 10 3/4

	Length.	Length allowed.	Height.
1-33 Forecastle.....	31-33	31-33	
0-2 Bridge House Yunk	$88-17 \times \frac{21}{36-83} \times \frac{3-0}{3-75} \times 8 =$	32-17	3-3"
0-5 † Raised Qr. Dk.....	$80-5 \times \frac{3-25}{3-67} =$	71-30	3-3"
Poop.....	✓	✓	
03 = 81 Total	20-0-0	$\frac{1348}{200} = .674$	
0 Length of Ship			

Corresponding percentage } 47.4%
(Para. ~~11~~, 12, ~~18~~, or 14)

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	"	"
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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 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.

Correction necessary because clearside amidships, measured
in accordance with the Statute is not taken at the } $1\frac{1}{2}$ "
intersection of the ~~wood or~~ steel deck with side.

Winter Freeboard from deck line	1'-6 ³ / ₄ "
Summer	" " " "	1'-5"
Indian Summer	" " " "	1'-3 ¹ / ₄ "
N. A. Winter	" " " "	1'-8 ³ / ₄ "

ne, ~~Wood~~ (Steel) Deck :— 1'-5"

[illegible]

... .. 2

..... $1\frac{1}{2}$

... ..

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.