

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD-STEAMERS.

Port of Survey \_\_\_\_\_  
Date of Survey 18-3-31  
Name of Surveyor \_\_\_\_\_

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
T.S.S. LADY RODNEY. Number in Register Book	MONTREAL BRITISH.			1929	100A1. WITH FREEBOARD. STRENGTHENED FOR NAVIGATION IN ICE.

Moulded dimensions  $415.0 \times 60.0 \times 32.75$ .

Moulded displacement at a moulded draught of 85 per cent. of moulded depth NOT YET RECEIVED

Coefficient of fineness for use with tables

DEPTH FOR FREEBOARD.							CORRECTION FOR LENGTH.						
Moulded depth	...	...	...	...	...	...	(a) When <b>D</b> is greater than $\frac{L}{15}$	...	...	...	...	...	...
Stringer plate	...	...	...	...	...	...	$(D - \frac{L}{15}) \times R =$	...	...	...	...	...	...
Sheathing in wells	$T \left( \frac{L-S}{L} \right) =$	...	...	...	...	...	(b) When <b>D</b> is less than $\frac{L}{15}$ (if allowed).	...	...	...	...	...	...
	$.23 \left( \frac{415-312}{415} \right)$	...	...	...	...	...	$\left( \frac{L}{15} - D \right) \times R =$	...	...	...	...	...	...
		Depth <b>D</b> =	...	...	...	...	If restricted by height of superstructures	...	...	...	...	...	...

$$\begin{array}{r} 32' - 9'' \\ \quad \quad \frac{1}{2}'' \\ \hline 32' - 10\frac{1}{2}'' \end{array} \qquad \begin{array}{r} 32' - 10.50 \\ 32' - 10.20 \\ \hline .30 \end{array}$$

SUPERSTRUCTURES.

				Mean Covered Length S.	Equivalent Enclosed Length S <sub>1</sub> .	Height.	Correction for Height.	Effective Length.
Poop	enclosed	...	...	40.29	40.29	7'-9"	✓	40.29
"	overhang	...	...					
R.Q.D.	enclosed	...	...					
"	overhang	...	...					
Bridge	enclosed	...	...	233.00	233.00	8'-6"	✓	233.00
"	overhang aft	...	...					
"	overhang forward	...	...					
F'ele	enclosed	...	...	38.71.	38.71.	7'-9"	✓	38.71.
"	overhang	...	...					
Trunks	forward	...	...					
"	aft	...	...					
Tonnage opening		...	...					

TOTAL =	<u>312.00</u>	<u>312.00</u>	<u>312.00</u>
Length of ship (L) =	<u>415.00</u>	<u>415.00</u>	<u>415.00</u>
% Covered ...	... = 75.19%	75.19%	75.19%

Corresponding %, corrected for }  
absence of forecast if required }  $A =$

Allowance ... = 42.00

$B = 69.39\%$

Correction for Bridge less }  
than 2L if required } .56L

$\times .6939 = -29.14$

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	57.00	51.50	51.50	1	51.50
2	25.28	22.91	22.91	4	91.64
3	6.32	5.66	5.66	2	11.32
4	-	-	-	4	-
5	10.66	11.32	10.66	2	21.32
6	42.66	54.74	42.66	4	170.64
F.P. 7	96.00	103.00	96.00	1	96.00

If excess sheer forward and deficient sheer aft :—

$$\frac{\text{Actual sheer aft}}{\text{Standard sheer aft}} = \text{excess.}$$
$$\frac{\text{Actual shear forward}}{\text{Standard shear forward}} = \text{deficient}$$

Length of enclosed superstructure

**L**

Forward of amidships = 21 L

Aft of amidships = 35 L

Mean effective sheer ... ..	=	<u>24.58</u>
Standard sheer .05L + 5 =	=	<u>25.75</u>
Difference (Df) ... ..	=	1.17
Allowance = Df $\times$ $(.75 - \frac{S}{2L}) = 1.17 \times (.75 - \frac{.376}{2})$	=	+ .44
If limited on account of amidship superstructure ... ..	=	
If limited on account of excess sheer ( $1\frac{1}{2}$ in. per 100 ft.) ... ..	=	

ROUND OF BEAM.

Standard	...	...	...	...	...	...	14.40.
Ship	...	...	...	...	...	...	12.00
Difference	...	...	...	...	...	...	<u>2.40</u>
Restricted to	...	...	...	...	...	...	
Allowance	$= \frac{\text{Difference}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{2.4}{4} \times (.248) = -.01$						

TABULAR FREEBOARD (corrected for flush deck if required)=

Corrected for Coefficient  $\frac{+ \cdot 68}{1 \cdot 36} =$  \_\_\_\_\_

Correction for Length ... ..	15.54	-
„ Superstructures ... ..	-	29.14
„ Sheer ... ..	44	-
„ Round of beam ... ..	-	.01
„ Thickness of deck ... ..	-	-
„ Scantlings, etc. ... ..	-	-
„ Statutory deck line ... ..	30.	-

SCANTLINGS

Summer Freeboard =

**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	"	"	"	...	...	...