

Freeboard if openings in Bridge not closed by class B apparatus

Index No. _____
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

REGULATIONS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH ALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey _____
Date of Survey 26/8/21
Name of Surveyor _____

Ship's Name <u>Imarum IX</u>	Port of Registry and Nationality	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <u>T 40 A</u>
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LENGTH	BREADTH	DEPTH	UNDER DECK TONNAGE
<u>222.0</u>			

Moulded Depth as measured..... 14'-11 1/2"
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.

Percentage of fineness.....
Modification necessary [4 (a) to (e)]*
Percentage as corrected 76

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>222.0</u>
Length in Table	<u>179.5</u>
Difference	<u>42.5</u>
Correction for 10ft., Table A.	<u>1.0</u> Table C. <u>.5</u>
× Difference divided by 10	<u>4.25</u> (if required.) <u>2.12</u>
If 1/10ths length covered divide by 2	<u>+ 4 1/4</u> <u>+ 2"</u>

Stem 103.0
Sternpost 29.9
 $133.02 \div 2 = 66.51$ Mean
1/2 of the length from Stem 49.01
Sternpost 12.40
 $61.41 \div 2 = 30.70$ Mean
 $30.70 + 35.82 = 66.52$

CORRECTION FOR IRON DECK.
Proportion covered, if less than 1/10ths length covered5325
Thickness of usual wood deck, less stringer 3"
1.78 - 1 3/4"

Mean Sheer 55.82
Mean Sheer [Table, Para. 18] 32.20
Difference 23.62
 $23.62 \div 4 = 5.90$
Correction - 6"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>34.75</u>
Round of Beam	<u>8.75</u>
Normal round.....	<u>8.69</u>
Difference	<u>.06</u> ÷ 2 = <u>.03</u>
Proportion of Deck uncovered (Para. 19)	<u>Nil</u>

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

Sheer } At front of bridge house.....
At after end of forecastle
Sheer } ÷ 2 =
Covered

Freeboard, Table A	<u>29.87</u>	<u>2'-6"</u>
Correction for Sheer	<u>- 5.90</u>	<u>- 6"</u>
	<u>23.97</u>	<u>2'-0"</u>
Correction for Length	<u>+ 4.25</u>	<u>+ 4 1/4"</u>
	<u>28.22</u>	<u>2'-4 1/4"</u>
Allowance for Deck Erections	<u>- 7.59</u>	<u>- 7 1/2"</u>
	<u>20.63</u>	<u>1'-8 3/4"</u>
Correction for Round of Beam.....		
Correction for fall in Sheer (if any).....		
Correction for Steel Deck (if required)		<u>- 1 3/4"</u>
		<u>12 7"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †		
Other Corrections (if any)		

ALLOWANCE FOR DECK ERECTIONS :—
Table C..... 0'-7"
Correction for Length, if required (Para. 12, 13, and 14) + 2"
0'-9"
Correction by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) 2'-4 1/4"
1'-7 1/4"
Percentage as below..... 39.40%
7.59
Beginning apparatus Para. 12 allowance ..
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) 7 1/2"

Winter Freeboard	<u>1'-7"</u>
Summer Freeboard (12.2) <u>1 3/4"</u>	<u>1'-5 1/4"</u>
Indian Summer Freeboard	<u>1'-3 1/2"</u>
N. A. Winter Freeboard	<u>1'-9"</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.	<u>1 1/2"</u>
Winter Freeboard from deck line.....	<u>1'-8 1/2"</u>
Summer " " " "	<u>1'-6 3/4"</u>
Indian Summer " " " "	
N. A. Winter " " " "	

Length	Length allowed	Height
<u>26.75</u>	<u>26.75</u>	<u>7'-1 7/8"</u>
<u>52.36</u>	<u>26.18</u>	<u>7'-0"</u>
<u>61.90</u>	<u>61.90</u>	<u>4'-0"</u>
<u>16.74</u>	<u>16.74</u>	<u>7'-0 3/8"</u>
	<u>131.57</u>	<u>59.25</u>
	<u>222</u>	

Percentage of fineness (Para. 12, 13, or 14) } 39.40%

Recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck :—

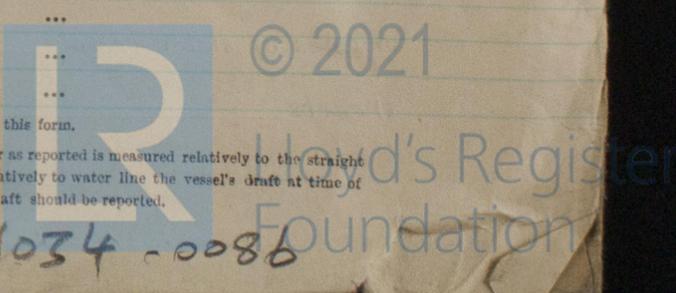
Fresh Water Line	above centre of Disc	<u>1'-6 1/2"</u>
Indian Summer Line	" " " "	
Winter Line	below " " " "	
Winter North Atlantic Line	" " " "	

When planking, or ceiling are of unusual thickness the breadth of vessel to inside should be reported if possible.
An allowance for deck erections under Para. 11 where the sheer drops abaft amidships of the R. Q. D. is to be taken from the level of the top of the amidship beam.
In vessels the total standard mean sheer means the sheer measured at the stem and stern, vessels having poops and forecastles, it means the sheer measured at points distant the vessel's length from stem and stern-post.

Relative height erection including bridge = 474

† 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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Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle?
 To what height do the Reverse Frames extend?
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead.
 Is the Poop or Raised Quarter Deck connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead.
 What is the thickness of the Bridge Front plating? and Coaming plate?
 Give scantlings and spacing of the Stiffeners
 Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?
 Has the Bridge House an efficient Iron Bulkhead at the after end?
 How are the openings closed?
 Is the Forecastle at least as high as the main or top-gallant rail? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse?
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed?
 Give thickness of plating; scantlings and spacing of Stiffeners
 What is the height of the exposed Casings? Are suitable means provided for closing all openings in them in bad weather?
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of the Rules? Give particulars below:—

Position.	Size.	Height above top of DECK	Thickness	SHIFTING BEAMS OR WEB PLATES.	* FORE AND AFTERS.	HATCHES Thickness	Remarks
			Sides..... Ends.....	Number..... Section and Scantlings..... Material.....	Number..... Section and Scantlings..... Material.....		

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.
 (If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of keel to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck
 What is the thickness of the Bridge Sheerstrake? Strake between Main and Bridge Sheerstrakes?

Delete the words } The Crew are, are not, berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Bridge
 Area

50.36
 x .50

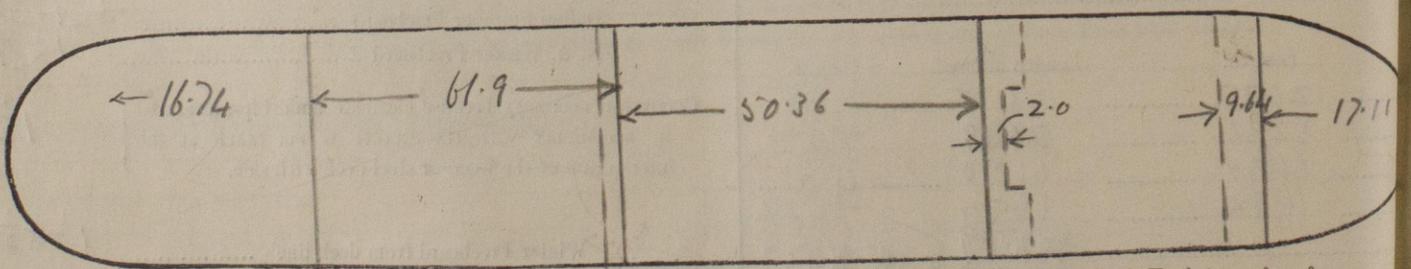
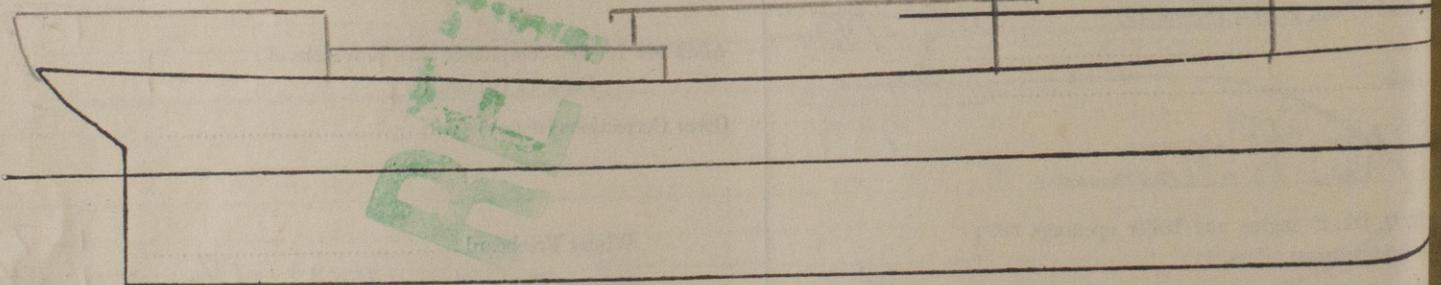
 25.18
 Overhang $\frac{2.0}{2} = 1.00$

 26.18

Length of Bulwarks in well
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft. Tenth.	Ft. Tenth.	No.		
	x	x	} Freeing Ports (each side of vessel)	= Sq. ft.
	x	x		

 Total deficiency or excess = Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel

Builder's name and yard number

Names of sister vessels

Owners

Address

See ± : : Received by me

