

# 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 16/4/30  
Name of Surveyor \_\_\_\_\_

Ship's Name. Antsche Werf 143/4  
Port of Registry and Nationality. \_\_\_\_\_  
Official Number. \_\_\_\_\_  
Gross Tonnage. \_\_\_\_\_  
Date of Build. \_\_\_\_\_  
Particulars of Classification. 100M Carrying Petroleum in bulk Contaminated

Number in Register Book \_\_\_\_\_  
Registered Dimensions from Ship's Register.  
LENGTH. 461.64  
BREADTH. 59.5  
DEPTH. 35.0  
UNDER DECK TONNAGE. \_\_\_\_\_  
Length on LOADLINE. 461.64  
Frame Depth Rule. \_\_\_\_\_  
Ceiling Sheer. \_\_\_\_\_  
Peak Tanks. \_\_\_\_\_  
CORRECTED DIMENSIONS. 461.64

Moulded Depth as measured 35'-0"  
Rule wood on base  
Addition for Keel below base line for draught record 34'-9" 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 461.64  
Length in Table 417  
Difference 44.64  
Correction for 10ft., Table A. 1.7 Table C. .8  
× Difference divided by 10 7.59 (if required.) 3.57 ✓  
If  $\frac{1}{10}$ ths length covered divide by 2 +7.5 ✓ +3.5 ✓

## CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered \_\_\_\_\_  
Thickness of usual wood deck, less stringer Allowed in Mld Depth

## CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships \_\_\_\_\_  
Round of Beam Assumed normal  
Normal round \_\_\_\_\_  
Difference  $\div 2 =$  \_\_\_\_\_  
Proportion of Deck uncovered (Para. 19) \_\_\_\_\_

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

Co-efficient of fineness \_\_\_\_\_

Any modification necessary {  
[Para. 4 (a) to (e)]\* }

Co-efficient as corrected Assumed .80

Sheer { Stem 72 } 108  $\div 2 =$  54 ... Mean  
at { Sternpost 36 }  
Sheer at  $\frac{1}{2}$  of the length from { Stem 59.4 }  $\div 2 =$  29.7 ... Mean  
Sternpost 59.4  $\div 55 =$  54.0  
Gradual mean Sheer 54.00  
Standard mean Sheer [Table, Para. 18] 56.16 Correction  
Difference 2.16  $\div 4 =$  .54  
§ If limited as Para. 18 (f) +  $\frac{1}{2}$

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

Fall in Sheer {  
Para. 18 (d) }  $\div 2 =$  \_\_\_\_\_  
Length uncovered \_\_\_\_\_ Correction

## ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C. 9'-8 1/4" - 3'-3" 6'-5 1/4"  
Correction for Length, if required (Para. 12, 13, and 14) + 3 1/2"  
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) 10'-4 1/4"  
Difference 3'-7 1/2"  
Percentage as below 24.37%  
10.6

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) 10 1/2"  
Allowance for Deck Erections \_\_\_\_\_

	Length.	Length allowed.	Height.
Forecastle	<u>40.00</u>	<u>40.00</u>	<u>80</u>
Bridge House	<u>314.38</u>	<u>33.02</u>	<u>3.94</u>
† Raised Q. Dk.	<u>107.26</u>	<u>107.26</u>	<u>80</u>
Poop	<u>107.26</u>	<u>107.26</u>	<u>80</u>
Total	<u>180.28</u>	<u>180.28</u>	<u>= 390</u>
Length of Ship	<u>461.64</u>		
Corresponding percentage { (Para. 11, 12, 13, or 14) }	<u>24.37%</u>		

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	"	"	"	"	"	"	"	"	"
Winter North Atlantic Line	"	"	"	"	"	"	"	"	"

† If the hull, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.  
† In vessel 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 amidship beam.  
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

† 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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