

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD. STEAM SHIPS.

ARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
OP 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 Newcastle
Date of Survey ✓
Name of Surveyor H. C. Buland

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>John Headhead & Son</u> <u>nos 504-505</u>					<u>+ 100 A1</u> <u>Contemplated</u>
Number in Register Book					

Registered Dimensions from in's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Length on ADLINE.	<u>393.0</u>	<u>53.7</u> <u>53.54 mid.</u>	<u>26.58</u> <u>3</u>	<u>4500</u>
RECTED ENSIONS.	<u>393.0</u>	<u>52.54</u>	<u>27.52</u>	<u>4537</u>

Moulded Depth as measured..... 29.0
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.

29.0
1.1
30.1
3.67
26.63

CORRECTION FOR LENGTH.	
Length of Ship on Loadline.....	<u>393.0</u>
Length in Table	<u>348</u>
Difference	<u>45</u>
Correction for 10ft., Table A.	<u>1.5</u> Table C. <u>.7</u>
× Difference divided by 10	<u>6.75</u> (if required.) <u>3.15</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>+ 6 $\frac{3}{4}$</u> <u>+ 3 $\frac{1}{4}$</u>

CORRECTION FOR IRON DECK.	
Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>45.475</u>
Thickness of usual wood deck, less stringer	<u>3 $\frac{1}{2}$</u> <u>= 1.66</u> <u>- 1 $\frac{3}{4}$</u>

CORRECTION FOR ROUND OF BEAM.	
Breadth at Gunwale amidships.....	<u>53.54</u>
Round of Beam	<u>13</u>
Normal round.....	<u>13.38</u>
Difference	<u>.38</u> ÷ 2 = <u>.19</u>
Proportion of Deck uncovered (Para. 19)	<u>525</u> ✓ <u>NIL</u>

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

Freeboard, Table A	<u>7-2 $\frac{1}{2}$</u> ✓
Correction for Sheer	<u>- 9</u> ✓
Correction for Length	<u>+ 6 $\frac{3}{4}$</u> ✓
Allowance for Deck Erections	<u>- 9 $\frac{1}{2}$</u> ✓
Correction for Round of Beam.....	<u>- 6-2 $\frac{1}{4}$</u> ✓
Correction for fall in Sheer (if any).....	✓
Correction for Steel Deck (if required)	<u>- 1 $\frac{3}{4}$</u> ✓
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<u>- 6-0 $\frac{1}{2}$</u> ✓
Other Corrections (if any)	✓

Winter Freeboard	<u>6-0 $\frac{1}{2}$</u> ✓
Summer Freeboard <u>(4 $\frac{1}{2}$ - 6)</u>	<u>5-7 $\frac{3}{4}$</u> ✓
Indian Summer Freeboard	<u>5-8 $\frac{1}{2}$</u> ✓
N. A. Winter Freeboard	✓

Correction necessary because clearside amidships, measured
in accordance with the Statute is not taken at the
intersection of the ~~wood~~ steel deck with side. + 1 $\frac{3}{4}$

Winter Freeboard from deck line	<u>6-2 $\frac{1}{4}$</u> ✓
Summer " " " "	<u>5-9 $\frac{1}{2}$</u> ✓
Indian Summer " " " "	<u>5-4 $\frac{3}{4}$</u> ✓
N. A. Winter " " " "	<u>5-9 $\frac{1}{2}$</u> ✓

Freeboard recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck :—	<u>5-9</u> ✓ <u>5-9 $\frac{1}{2}$</u>
Fresh Water Line above centre of Disc	<u>6</u> ✓ <u>6</u>
Indian Summer Line " " " "	<u>5</u> ✓ <u>5</u>
Winter Line below " " " "	<u>5 $\frac{1}{2}$</u> ✓ <u>4 $\frac{1}{2}$</u>
Winter North Atlantic Line " " " "	✓

† 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
line of keel or to the water line. If measured relatively to water line the vessel's
survey, and also the usual load draft forward and aft should be reported.

efficient of fineness......799 .79 as given by Builder
modification necessary }
[Para. 4 (a) to (e)]* } .02
efficient as corrected77 78 provisionally

Stem.....114 } 171 ÷ 2 = 85.5 Mean 36 35.92
Sternpost ...57 } .99
Stem 62.5 } 93.75 ÷ 2 = 46.875 Mean 55 = 85.22
Sternpost 31.25 }
ual mean Sheer 85.22
andard mean Sheer [Table, Para. 18] 49.30 Correction
Difference..... 35.92 ÷ 4 = 8.98
f limited as Para. 18 (f) - 9

ise in Sheer { At front of bridge house..... ✓
om amidships {
ara. 18 (e) { At after end of forecastle
all in Sheer } ÷ 2 = ✓
ara. 18 (d) {
gth uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :—
board, Table C..... 4-0
rection for Length, if required (Para. 12, 13, and 14) 3 $\frac{1}{4}$
board by Table A, corrected for sheer, and for length, }
if required (Para. 11, 12, 13, and 14) } 6-4 $\frac{1}{4}$ 7-0 $\frac{1}{4}$
erence 2-8 $\frac{1}{4}$
entage as below..... 28.99 30.25
9.47
9.98

ection for R. Q. Dk. if engine and boiler openings not
covered by bridge house (Para. 11)
vance for Deck Erections - 9 $\frac{1}{2}$ 10

	Length.	Length allowed.	Height.
astle.....	<u>38.75</u>	<u>38.75</u>	<u>7</u>
ge House	<u>116.83</u>	<u>118.55</u>	<u>7</u>
aised Qr. Dk.....	<u>29.46</u>	<u>29.46</u>	<u>7</u>
Total	<u>186.76</u>	<u>186.76</u>	<u>21</u>
th of Ship	<u>393</u>	<u>393</u>	<u>475</u>
esponding percentage {	<u>28.99</u>	<u>30.25</u>	✓
ara. 11, 12, 13, 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

the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside
of ceiling should be reported if possible.
vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amid-
ships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
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.

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line of keel or to the water line. If measured relatively to water line the vessel's
survey, and also the usual load draft forward and aft should be reported.

Copied to Lunnings 2/1/30.

007165-002173-0204

