

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

14. CLO

SPECIAL PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH GALLANT 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

Name of Surveyor

Bridge, after

Poop

Ship's Name.

Port of Registry and Nationality.

Official Number.

Gross Tonnage.

Date of Build.

Particulars of Classification.

Number in Register Book

Registered Dimensions from Register.

LENGTH.
240.00BREADTH.
36.20DEPTH.
16.20UNDER DECK TONNAGE.
1092.71

Moulded Depth as measured.....18'-6"

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

Length on LOADLINE.

239.8

Frame Depth Rule

Ceiling $7\frac{1}{2}$ Sheer $+4\frac{1}{2}$

Peak Tanks } Incl.

Addition for Keel below base line for draught record.....inches.

CORRECTED DIMENSIONS.

239.80

35.70

16.61

1092.71

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....239.8

Length in Table222.0

Difference17.8

Correction for 10ft., Table A.1.1 Table C.

× Difference divided by 101.95 (if required.)

If $\frac{1}{10}$ ths length covered divide by 2 .97

Say 1"

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered72

Thickness of usual wood deck, less stringer32 - 32"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....36'

Round of Beam9"

Normal round.....9"

Difference✓ ÷ 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......77

Any modification necessary {

[Para. 4 (a) to (e)]*

Cell. D.B. - .02

Co-efficient as corrected75.

Sheer { Stem.....66 } 99 ÷ 2 = 49½ Mean $\frac{14.65}{36} = .407$
 at { Sternpost ..33 }

Sheer at $\frac{1}{8}$ of the length from { Stem 37½ } 53½ ÷ 2 = 26¾ Mean
 Sternpost 16½ }

Gradual mean Sheer48.63 ÷ .55 = 48.63

Standard mean Sheer [Table, Para. 18]33.98 Correction

Difference.....14.65 ÷ 4 = 3.66

§ If limited as Para. 18 (f) - 3¾"

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

Fall in Sheer {
 Para. 18 (d) } ÷ 2 = Lowest point of
 Length uncovered Sheer amidships
 Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....1-0¾"

Correction for Length, if required (Para. 12, 13, and 14)

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } 3-0¾

Difference2-0½

Percentage as below.....59.15

14.49

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

Allowance for Deck Erections - 14½"

	Length.	Length allowed.	Height.
Forecastle.....	28.37	28.37	7-0
Bridge House			
† Raised Qr. Dk.....	67.08	67.08	4'-0"
Poop.....	79.08	79.08	7-0
Total		174.53	
Length of Ship	239.80		7278
Corresponding percentage (Para. 11, 12, 13, and 14) }	59.15		

Freeboard, Table A3'-14½"
 Correction for Sheer - 3¾"
 3-0¾"
 Correction for Length + 1
 3-1¾"
 Allowance for Deck Erections - 1-23
 1-11¼"

Correction for Round of Beam.....✓

Correction for fall in Sheer (if any).....✓

Correction for Steel Deck (if required) - 32
 1-7¾"

Additions for non-compliance with provisions of {
 Para. 11 (d) and (e) } ✓

Other Corrections (if any) R.Q.D. 4-0

Winter Freeboard5'-7¾"
 Summer Freeboard2¾ 5-5"
 Indian Summer Freeboard
 N. A. Winter Freeboard

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. NIL

Winter Freeboard from deck line
 Summer " " " "
 Indian Summer " " " "
 N. A. Winter " " " "

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel Deck:—

Tropical Fresh Water Line above Centre of Disc ...	7½"	Tropical Fresh Water Freeboard ...	5-5"
Fresh Water Line " " " " ...	4¾"	Fresh Water " " " " ...	4-9½"
Tropical Line " " " " ...	3"	Tropical " " " " ...	5-0½"
Winter Line below " " " " ...	2½"	Winter " " " " ...	5-2"
Winter North Atlantic Line " " " " ...	5"	Winter North Atlantic " " " " ...	5-7½"

28 SEP 1932