

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 Bristol
Date of Survey
Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
MORVAN	<u>Bristol</u> <u>British</u>	<u>148206</u>	<u>231.8</u>	<u>1926</u>	<u>100A1</u> <u>In service in the Bristol Channel.</u>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>128.8</u>	<u>20.30</u>	<u>7.5</u>	<u>176.12</u>
Length on LOADLINE.	<u>128.9</u>	Frame Depth $3\frac{1}{2}$ Rule " $\frac{3}{2}$ $\times 2 = -0.8$	Ceiling fitted Sheer - .05 Depth to floor } 8.00	Peak Tanks
CORRECTED DIMENSIONS.	<u>128.75</u>	<u>20.22</u>	<u>7.95</u>	<u>176.12</u>

Co-efficient of fineness..... .85
Any modification necessary {
[Para. 4 (a) to (e)]* }
Co-efficient as corrected82 (highest in Tables)

Sheer { Stem..... 29 } $4.7 \div 2 = 23.5$...Mean 20.91
at { Sternpost ... 18 } 22.87
36 1.96
.05
Sheer at $\frac{1}{8}$ of the length from { Stem 14 } $23 \div 2 = 11.5$...Mean
Sternpost 9 } $\div 55 = 20.91$
Gradual mean Sheer 11.50
Standard mean Sheer [Table, Para. 18] 13.73 Correction
Difference..... 2.23 $\div 4 = .56$
§ 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..... 0-2"
Correction for Length, if required (Para. 12, 13, and 14) + 1"
0-3"
Freeboard by Table A, corrected for sheer, and for length, {
if required (Para. 11, 12, 13, and 14) } 1-4 $\frac{1}{2}$ "
1-1 $\frac{1}{2}$ "
Difference 22.98%
Percentage as below..... 3.10

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections -3"

	Length.	Length allowed.	Height.
Forecastle.....	<u>15.7</u> $\times \frac{2.5}{6}$	<u>6.49</u>	<u>2.6"</u>
Bridge House			
† Raised Qr. Dk.....	<u>39.9</u>	<u>39.75</u>	<u>3.3</u> ...
Poop.....			
Total <u>128.9</u>		<u>46.24</u>	<u>= 3591</u>
Length of Ship		<u>128.75</u>	<u>= 2.873</u>
Corresponding percentage { (Para. 11, 12, 13, and 14) } <u>22.98%</u>			<u>eighth</u>

Moulded Depth as measured... 8.9"
Rule wood dk less str. 2 $\frac{3}{4}$ "
Addition for Keel below base line 8-6 $\frac{1}{4}$ " to use
for draught record... 5 $\frac{1}{2}$ " 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..... 128.75
Length in Table 102.25
Difference 26.50
Correction for 10ft., Table A.8 Table C. .4
 \times Difference divided by 10 2.12 (if required.) 1.06
If $\frac{1}{10}$ ths length covered divide by 2 +2 +1

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered Allowed in
Thickness of usual wood deck, less stringer mld depth reduced

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 20.3
Round of Beam 5"
Normal round..... 5"
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.

Freeboard, Table A 1-2 $\frac{1}{2}$ "
Correction for Sheer + 0 $\frac{1}{2}$ "
1-3"
Correction for Length + 2"
1-5"
Allowance for Deck Erections - 3"
1-2"

Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
Correction for Steel Deck (if required)
Additions for non-compliance with provisions of {
Para. 11 (d) and (e) † }
Other Corrections (if any)

Winter Freeboard 1-2"
Summer Freeboard 1-0 $\frac{3}{4}$ "
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.

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 ...	<u>3$\frac{1}{2}$"</u>	Tropical Fresh Water Freeboard ...	<u>0-9$\frac{1}{4}$"</u>
Fresh Water Line " " " " ...	<u>2"</u>	Fresh Water " " " " ...	<u>0-10$\frac{3}{4}$"</u>
Tropical Line " " " " ...	<u>1$\frac{1}{2}$"</u>	Tropical " " " " ...	<u>0-11$\frac{1}{4}$"</u>
Winter Line below " " " " ...	<u>1$\frac{1}{2}$"</u>	Winter " " " " ...	<u>1-2$\frac{1}{4}$"</u>
Winter North Atlantic Line " " " " ...	<u>3$\frac{1}{2}$"</u>	Winter North Atlantic " " " " ...	<u>1-4$\frac{1}{4}$"</u>