

Preliminary

Index No. 31893
(For London Office only)

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 18-11-25

Name of Surveyor

Ship's Name.
ms Charles Hill
85. No. 158
Number in Register Book

Port of Registry
and Nationality.Official
Number.Gross
Tonnage.

Date of Build.

Particulars of Classification.

100 A 1

Registered Dimensions from Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Length on LOADLINE.	128'-9"	20'-2"	8'-9"	
RECTED ENSIONS.	128.75			

Moulded Depth as measured..... 8'-9"

Addition for Keel below base line
for draught record..... 5 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	105.00	
Difference	23.75	
Correction for 10ft., Table A.8	Table C. .4
× Difference divided by 10	1.9	(if required.) .95
If 1/10ths length covered divide by 2	+2"	+1"

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered	429	
Thickness of usual wood deck, less stringer	2 3/4"	
	118	-1 1/4"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	20.17	
Round of Beam	5"	
Normal round.....	5"	
Difference	✓	÷ 2 =
Proportion of Deck uncovered (Para. 19)		✓

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

efficient of fineness..... (Block coefficient given as above .80)
modification necessary }
Para. 4 (a) to (e)]* }
efficient as corrected Assumed .82

er { Stem..... 30 } 46.75 ÷ 2 = 23.37 ... Mean
{ Sternpost ... 16 3/4 }
er at 1/2 of the length from { Stem 15 1/2 } 24.0 ÷ 2 = 12.0 ... Mean
{ Sternpost 8 1/2 } ÷ 55 = 21.82
dual mean Sheer 12.0
dard mean Sheer [Table, Para. 18] 13.73 Correction
Difference..... 1.73 ÷ 4 = .43
f limited as Para. 18 (f) + 1/2"

ise in Sheer { At front of bridge house..... ✓
m amidships {
ra. 18 (e)] { At after end of forecastle ✓

all in Sheer }
ara. 18 (d) } ÷ 2 =
th uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

board, Table C.....	0'-2 1/4"
ction for Length, if required (Para. 12, 13, and 14)	+ 1"
	0'-3 1/4"
oard by Table A, corrected for sheer, and for length, } if required (Para. 12, 13, and 14) }	1'-5"
ence	1'-1 3/4"
tage as below.....	27.44%
	3.773

tion for R. Q. Dk. if engine and boiler openings not }
covered by bridge house (Para. 11) }
ance for Deck Erections - 3 3/4"

	Length.	Length allowed.	Height.
astle.....	15.5	15.50	Assumed 6.0
House			
ed Qr. Dk.....	39.7	39.70	3.25
Total		55.20	
of Ship		128.75	
ponding percentage } a. 11, 12, 13, or 14) }	27.44%		

BOARD 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	below " "	...
Winter North Atlantic Line	" " "	...

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

Winter Freeboard	1' - 0 1/2"
Summer Freeboard	0' - 11"
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. 0 3/4"

Winter Freeboard from deck line	1' - 1 1/4"
Summer " " " "	0' - 11 3/4"
Indian Summer " " " "	✓
N. A. Winter " " " "	✓

1' - 0" 2"

† 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.