

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

Name of Surveyor

Ship's Name. Odense. Build. No 41.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.																																				
Number in Register Book																																									
Registered dimensions from Ship's Register.	LENGTH. ab. 407.5	BREADTH. ab. 54.7	DEPTH. ab. 30.4	UNDER DECK TONNAGE. ab. 5475	<p>Depth moulded $32'-3" + \text{Garboardstr. } \frac{5}{8}" = 32'-3\frac{5}{8}"$ To TOP OF KEEL PLATE</p> <p>Moulded Depth as measured..... $32'-3\frac{5}{8}"$</p> <p>Addition for Keel below base line for draught record..... inches.</p> <p>NOTE.— If the depth is measured when vessel is afloat, the details of measurement should be reported.</p> <p>32-3 1-11 33-4 11 32-5</p>																																				
Length on LOADLINE.	406.6	Frame Depth $\frac{9}{8}$ Rule $\frac{6}{12}$	Ceiling $\frac{1}{20}$ Sheer $+\frac{60}{100}$	Peak } incl. Tanks } $+\frac{15}{100}$ For E.R. aft $+\frac{90}{100}$																																					
CORRECTED DIMENSIONS.	406.6	54.47	33.26	5580																																					
<p>Co-efficient of fineness..... .76, Block coeff. .778</p> <p>Any modification necessary [Para. 4 (a) to (e)]* Shallow frames</p> <p>Co-efficient as corrected78.1</p>																																									
<p>Sheer { Stem $8'-0\frac{3}{4}"$ } 144.75 - 2 = 72.37 Mean .60</p> <p>at { Sternpost $4'-0"$ }</p> <p>Sheer at $\frac{1}{2}$ of the length from { Stem $4'-4\frac{3}{4}"$ } 79.5 - 2 = 39.75 Mean</p> <p>{ Sternpost $2'-2\frac{3}{4}"$ }</p> <p>Gradual mean Sheer 72.27 $\div 55 = 72.27$</p> <p>Standard mean Sheer [Table, Para. 18] 50.66 Correction</p> <p>Difference..... 21.61 $\div 4 = 5.4$</p> <p>§ If limited as Para. 18 (f) = -5\frac{1}{2}"</p>																																									
<p>Rise in Sheer { At front of bridge house..... 1'-0\frac{5}{8}"</p> <p>from amidships { At after end of forecastle 5'-3\frac{3}{8}" ✓</p> <p>[Para. 18 (e)]</p> <p>Fall in Sheer { } $\div 2 =$</p> <p>Para. 18 (d) { } ✓</p> <p>Length uncovered ✓ Correction</p>																																									
<p>ALLOWANCE FOR DECK ERECTIONS:—</p> <p>Freeboard, Table C..... 5'-4\frac{1}{4}"</p> <p>Correction for Length, if required (Para. 12, 13, and 14) + 1\frac{1}{2}"</p> <p>Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) 5'-5\frac{3}{4}"</p> <p>Difference 8'-4\frac{1}{2}"</p> <p>Percentage as below..... 2-10\frac{3}{4}"</p> <p>..... 34.72%</p> <p>..... 12.06%</p> <p>Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ✓</p> <p>Allowance for Deck Erections 1'-0"</p>																																									
<table border="1"> <thead> <tr> <th></th> <th>Length.</th> <th>Length allowed.</th> <th>Height.</th> </tr> </thead> <tbody> <tr> <td>Forecastle.....</td> <td>37'-0\frac{1}{4}"</td> <td>37.02</td> <td></td> </tr> <tr> <td>Trunk.....</td> <td>34'-15\frac{1}{2}"</td> <td>34.13</td> <td></td> </tr> <tr> <td>Bridge House.....</td> <td>36'-10\frac{1}{8}"</td> <td>36.91</td> <td></td> </tr> <tr> <td>RAISED Q. Dk. 142'-8\frac{5}{8}" (Form 94'-1\frac{7}{8}"</td> <td>142.72</td> <td>142.72</td> <td>4'-11"</td> </tr> <tr> <td>Poop.....</td> <td>95'-9\frac{3}{8}"</td> <td>95.78</td> <td></td> </tr> <tr> <td>Total.....</td> <td>216.99</td> <td>216.99</td> <td></td> </tr> <tr> <td>Length of Ship.....</td> <td>406.6</td> <td>406.6</td> <td>.534</td> </tr> <tr> <td>Corresponding percentage (Para. 11, 12, 13, and 14) {</td> <td colspan="3">34.72%</td> </tr> </tbody> </table>							Length.	Length allowed.	Height.	Forecastle.....	37'-0\frac{1}{4}"	37.02		Trunk.....	34'-15\frac{1}{2}"	34.13		Bridge House.....	36'-10\frac{1}{8}"	36.91		RAISED Q. Dk. 142'-8\frac{5}{8}" (Form 94'-1\frac{7}{8}"	142.72	142.72	4'-11"	Poop.....	95'-9\frac{3}{8}"	95.78		Total.....	216.99	216.99		Length of Ship.....	406.6	406.6	.534	Corresponding percentage (Para. 11, 12, 13, and 14) {	34.72%		
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<p>FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—</p> <p>Fresh Water Line above centre of Disc 6'-10"</p> <p>Indian Summer Line " " " " 6\frac{1}{2}"</p> <p>Winter Line below " " " " 6</p> <p>Winter North Atlantic Line " " " " 6</p>																																									
<p>Winter Freeboard 7'-2\frac{1}{2}"</p> <p>Summer Freeboard $(5\frac{1}{2}-6\frac{1}{2}) = -6"$ 6-8\frac{1}{2}"</p> <p>Indian Summer Freeboard 6-2\frac{1}{2}"</p> <p>N.A. Winter Freeboard ✓</p> <p>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. + 1\frac{3}{4}"</p>																																									
<p>Winter Freeboard from deck line 7'-4\frac{1}{4}"</p> <p>Summer " " " " 6-10\frac{1}{4}"</p> <p>Indian Summer " " " " 6-4\frac{1}{4}"</p> <p>N.A. Winter " " " " ✓</p>																																									

© If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

† In vessels 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 top 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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