

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Index No. 31793
(For London Office only.)

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 13th Aug. 1925
Name of Surveyor

Ship's Name
J. Rendu's Proposed ss.
400' x 54' 7" x 36' 2 1/2"
Number in Register Book

Port of Registry
and Nationality.

Official
Number.

Gross
Tonnage.

Date of Build.

Particulars of Classification.

+ 100 A1 with freeboard

Registered Dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	400.0	55.0	25.75	4512
Length on LOADLINE.	400.0	Frame Depth 12 Rule " 6 -1.0 6 Sparings fitted	Ceiling +20 Sheer +88 level tank	Peak 12 Tanks 12
CORRECTED DIMENSIONS.	400.0	54.0	26.83	4512

Moulded Depth as measured..... 28'-3"

Addition for Keel below base line
for draught record..... 2" inches.

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 400.0
Length in Table 339.0
Difference 61.0
Correction for 10ft., Table A. 1.45 Table C.
× Difference divided by 10 8.85 (if required.)
If 1/10ths length covered divide by 2 4.425 + 4 1/2"

CORRECTION FOR IRON DECK.

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 54.79
Round of Beam 13.0
Normal round..... 13.69
Difference 69 ÷ 2 = 34.5
Proportion of Deck uncovered (Para. 19) 0.12 ✓

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

Co-efficient of fineness..... 779
Any modification necessary }
[Para. 4 (a) to (e)]* } C.B.B.
Co-efficient as corrected 76

Sheer { Stem..... 120 } 177 ÷ 2 = 88.5 ... Mean 36 1/2 59
at { Sternpost ... 57 } .88
Sheer at 1/2 of the length from { Stem 59.5 } 89.75 ÷ 2 = 44.875 ... Mean
{ Sternpost 30.25 } ÷ 55 = 81.59
Gradual mean Sheer 81.59
Standard mean Sheer [Table, Para. 18] 50.00 Correction
Difference..... 31.59 ÷ 4 = 7.897
If limited as Para. 18 (f) -8"

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 = ✓
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 3'-8 1/2"
Correction for Length, if required (Para. 12, 13, and 14)
Freeboard by Table A, corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) } 6'-2"
Difference 2'-5 1/2"
Percentage as below..... 94.19%
27.75

Correction for R. Q. Dk. if engine and boiler openings not }
covered by bridge house (Para. 11) } ✓
Allowance for Deck Erections -2'-3 3/4"

	Length.	Length allowed.	Height.
Castle.....	357.5	356.91	8.0
Bridge House			
Opening	4.666		
Deck Q. Dk.	37.833	36.66	8.0
Total	400.0	393.57	
Length of Ship		43.21 = 1/2 diff.	
Responding percentage		396.78 = .9919	
Para. 11, 12, 13, or 14	94.19%		

FREEBOARD 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 " " "

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 amidships 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 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 stern-post.

† 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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