

Claydon'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 Aberdeen  
Date of Survey November 1929  
Name of Surveyor \_\_\_\_\_

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>Foremost Chief</i>	<i>London</i> <i>British</i>	<i>101311</i>		<i>1929</i>	<i>+ 100 A1. Hopper Bredger</i>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	190.6	38.15	15.7	947.58
Length on LOADLINE.	190.39	Frame Depth $5\frac{1}{2}$ Rule „ $5\frac{1}{2}$ $\times 2 = .08$ <i>No spanning</i> $+ .33$	<i>No</i> Ceiling $+ .20$ Sheer $+ .38$	Peak } Tanks } <i>incl</i>
DIRECTED DIMENSIONS.	190.39	38.40	16.28	947.58

Moulded Depth as measured..... 16 - 6½  
*Rule wood etc below Str.* - 3  


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 Addition for Keel below base line  
 for draught record..... inches. 16 - 3½

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.....	190.39		
Length in Table .....	195.5		
Difference .....	5.11		
Correction for 10ft., Table A. ....	1.0	Table C.	.5
× Difference divided by 10 .....	.511	(if required.)	.255
If $\frac{6}{10}$ ths length covered divide by 2	$-\frac{1}{2}$		$-\frac{1}{4}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered .....

Thickness of usual wood deck, less stringer .....

In med. Dept.

CORRECTION FOR ROUND OF BEAM.

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

Breadth at Gunwale amidships.....	38 - 0 3/4
Round of Beam .....	9 1/2
Normal round.....	9 1/2
Difference .....	- ÷ 2 = .....
Proportion of Deck uncovered (Para. 19) .....	

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Freeboard, Table A .....	2 - 10 <sup>3</sup> / <sub>4</sub>
Correction for Sheer .....	<u>- 2<sup>1</sup>/<sub>2</sub></u>
	2 - 8 <sup>1</sup> / <sub>4</sub>
Correction for Length .....	<u>- <sup>1</sup>/<sub>2</sub></u>
	2 " 7 <sup>3</sup> / <sub>4</sub>
Allowance for Deck Erections .....	<u>- 1<sup>1</sup>/<sub>2</sub></u>
	2 - 6 <sup>1</sup> / <sub>4</sub>

Correction for Round of Beam.....	-	
Correction for fall in Sheer (if any).....	-	
Correction for Steel Deck (if required) .....	<i>Allowed in reduced hold depth</i>	
<del>Additions for non-compliance with provisions of</del> Para. 11 (d) and (e) +	<del>For Hopper</del> <del>Sides</del>	<del>+ 1/2</del> <del>2 - 6 3/4</del>
Other Corrections (if any) <i>To correspond to the</i> <i>approved extreme draught of 15-5 1/2</i> <i>for voyage to Southampton</i>	<del>for</del>	<del>+ 3</del> <del>6 - 2</del> <del>7 1/4</del>

Winter Freeboard .....	}	6" 2
Summer Freeboard .....		
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 .....	}	6' 2"
Summer " " " " .....		
Indian Summer " " " " .....		
N. A. Winter " " " " .....		

	Length.	Length allowed.	Height.
Forecastle.....	57.4 x $\frac{3}{16}$ .....	28.66	3.0
Bridge House .....	" .....	"	"
† Raised Qr. Dk.....	" .....	" .....	" .....
<del>Poop.....</del>	<del>" .....</del>	<del>" .....</del>	<del>" .....</del>
Total .....		<u>28.66</u> = 1.150	
Length of Ship .....		190.39 = 1.2 eightths	
Corresponding percentage { (Para. 11, 12, 13, or 14) {	9.6 x $\frac{6}{10}$ = 5.76%		

<b>FREEBOARD</b> recommended amidships from centre of Disc to top of Statutory Deck Line, <del>Wood</del> (Steel) Deck :—	...	...	...	6. 2	<i>For all seasons</i>
Fresh Water Line	above centre of Disc	...	...	2½	<i>For voyage to Southampton only</i>

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Fresh Water Line		above centre of Disc	...	...	...	...	...	...	...	...
<del>Indian Summer Line</del>	" "	" "	...	...	...	...	...	...	...	...
<del>Winter Line</del>	below	" "	...	...	...	...	...	...	...	...
Winter North Atlantic Line	" "	" "	...	...	...	...	...	...	...	...

\* 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 stern-post. 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 fracing 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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ively to the straight  
el's draft at time of

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