

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

Index No. \_\_\_\_\_  
(For London Office only.)

REGULATIONS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH  
GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR  
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.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
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Number in Register Book \_\_\_\_\_

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	Frame Depth	Ceiling	Peak
	Rule „	Sheer	Tanks

Moulded Depth as measured.....

Addition for Keel below base line  
for draught record.....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.....

Length in Table .....

Difference .....

Correction for 10ft., Table A. ....

Table C.

× Difference divided by 10'..... 1.15 (if required.)

If  $\frac{1}{10}$ ths length covered divide by 2 .57  
= +  $\frac{1}{2}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered .....

Thickness of usual wood deck, less stringer .....  $3\frac{1}{2}$

2.1 = - 2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....

Round of Beam .....

Normal round.....

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.

Freeboard, Table A ..... 6 - 5

Correction for Sheer ..... +  $5\frac{1}{2}$

..... 6 -  $10\frac{1}{2}$

Correction for Length ..... +  $\frac{1}{2}$

..... 6 - 11

Allowance for Deck Erections ..... - 1 - 5

..... 5 - 6

Correction for Round of Beam..... ✓

Correction for fall in Sheer (if any)..... ✓

Correction for Steel Deck (if required) ..... - 2

..... 5 - 4

Additions for non-compliance with provisions of {

Para. 11 (d) and (e) ‡ {

Other Corrections (if any) .....

Winter Freeboard ..... 5 - 4

Summer Freeboard ..... 4 - 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.

Winter Freeboard from deck line' ..... 27 - 0  $\frac{1}{2}$

Summer " " " ..... 4 - 11

Indian Summer " " " ..... 22 - 1  $\frac{1}{2}$

N. A. Winter " " " .....

Correction for R. Q. Dk. if engine and boiler openings not  
covered by bridge house (Para. 11) }

Allowance for Deck Erections ..... - 1 - 5"

Length.	Length allowed.	Height.
Forecastle.....		
Bridge House .....		
Raised Qr. Dk.....		
.....		
Total .....		
Height of Ship .....		
Corresponding percentage {		
Para. 11, 12, 13, or 14) {		

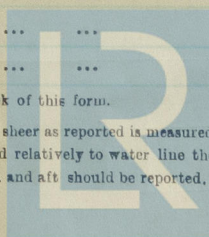
FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck :—

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 amid-  
ships 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 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 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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