

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD-STEAMERS.

Index No. _____
(For London Office only.)

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. |
|-------------------------|-----------------------------------|------------------|----------------|----------------|--------------------------------------|
| S.S. <i>Agility</i> | | | | 1924. | + 100 A1 "Carrying Oil Fuel in Bulk" |
| Number in Register Book | | | | | |

Moulded dimensions *160 x 26 x 12.25*

Moulded displacement at a moulded draught of 85 per cent. of moulded depth

Coefficient of fineness for use with tables

DEPTH FOR FREEBOARD.

| | | | | | | |
|---|-----|-----|-----|-----|-----|-------|
| Moulded depth | ... | ... | ... | ... | ... | 12.25 |
| Stringer plate | ... | ... | ... | ... | ... | .04 |
| Sheathing in wells $T \left(\frac{L-S}{L} \right) =$ | ... | ... | ... | ... | ... | - |
| Depth D = | ... | ... | ... | ... | ... | 12.29 |

CORRECTION FOR LENGTH.

| | | | |
|--|--|-------------------------------|--------|
| (a) When D is greater than $\frac{L}{15}$ | $\left(D - \frac{L}{15} \right) \times R =$ | $(12.29 - 10.66) \times 1.23$ | + 2.00 |
| (b) When D is less than $\frac{L}{15}$ (if allowed). | $\left(\frac{L}{15} - D \right) \times R =$ | ... | ... |
| If restricted by height of superstructures | ... | ... | ... |

SUPERSTRUCTURES.

| | Mean Covered Length S. | Equivalent Enclosed Length S ₁ . | Height. | Correction for Height. | Effective Length. |
|---------------------|------------------------|---|---------|------------------------|-------------------|
| Poop enclosed | ... | ... | 3.40 | ... | ... |
| " overhang | ... | ... | 6.00 | ... | ... |
| R.Q.D. enclosed | 63.18 | 63.18 | 3.5 | - | 63.18 |
| " overhang | ... | ... | ... | ... | ... |
| Bridge enclosed | ... | ... | ... | ... | ... |
| " overhang aft | ... | ... | ... | ... | ... |
| " overhang forward | ... | ... | ... | ... | ... |
| Forecastle enclosed | 24.31 | 24.31 | 7.0 | - | 25.62 |
| " overhang | 2.63 | 1.31 | ... | ... | ... |
| Trunks forward | ... | ... | ... | ... | ... |
| " aft | ... | ... | ... | ... | ... |
| Tonnage opening | ... | ... | ... | ... | ... |

TOTAL =

90.12

88.80

88.80

Length of ship (L) =

160

160

160

% Covered ... =

56.32

55.50

55.50

Corresponding % corrected for absence of forecastle if required

A =

B =

47.05

Correction for Bridge less than 2L if required

Tanker

Allowance ... =

22.00

x 47.05

= - 10.35

SHEER.

| Station. | Actual Sheer. | Standard Sheer. | Allowed Sheer. | S. M. | Products. |
|----------|---------------|-----------------|----------------|-------|-----------|
| A.P. 1 | 19.00 | 26.00 | 19.00 | 1 | 19.00 |
| 2 | 7.90 | | 7.90 | 4 | 31.60 |
| 3 | 1.97 | | 1.97 | 2 | 3.94 |
| 4 | - | | - | 4 | - |
| 5 | 4.34 | | 4.34 | 2 | 8.68 |
| 6 | 17.38 | | 17.38 | 4 | 69.52 |
| F.P. 7 | 40.50 | 52.00 | 40.50 | 1 | 40.50 |

If excess sheer forward and deficient sheer aft :-

| | | |
|------------------------|---|-------------|
| Actual sheer aft | = | } deficient |
| Standard sheer aft | = | |
| Actual sheer forward | = | } |
| Standard sheer forward | = | |

Length of enclosed superstructure

L

| | | |
|----------------------|---|----------|
| Forward of amidships | = | } Tanker |
| Aft of amidships | = | |

| | | | | | | | |
|---|-----|-----|-----|-----|-----|----|--------|
| Mean effective sheer | ... | ... | ... | ... | ... | 18 | 173.24 |
| Standard sheer $.05L + 5 =$ | ... | ... | ... | ... | ... | | 9.62 |
| Difference (Df) | ... | ... | ... | ... | ... | | 13.00 |
| Allowance = $Df \times \left(.75 - \frac{S}{2L} \right) =$ | ... | ... | ... | ... | ... | | 3.38 |
| If limited on account of amidship superstructure | ... | ... | ... | ... | ... | | + 1.58 |
| If limited on account of excess sheer ($1\frac{1}{2}$ in. per 100 ft.) | ... | ... | ... | ... | ... | | |

ROUND OF BEAM.

| | | | | | | |
|---|-----|-----|-----|-----|-----|-----------------------|
| Standard | ... | ... | ... | ... | ... | 6.24 |
| Ship | ... | ... | ... | ... | ... | 7.50 |
| Difference | ... | ... | ... | ... | ... | 1.26 |
| Restricted to | ... | ... | ... | ... | ... | .45 |
| Allowance = $\frac{\text{Difference}}{4} \times \left(1 - \frac{S}{L} \right) =$ | ... | ... | ... | ... | ... | 3.15(1 - .55) = - .14 |

TABULAR FREEBOARD (corrected for flush deck if required) =

| | | |
|---------------------------|------------------------|--------|
| Corrected for Coefficient | $\frac{+ .68}{1.36} =$ | |
| Correction for Length | ... | 2.00 |
| " Superstructures | ... | 10.35 |
| " Sheer | ... | 1.58 |
| " Round of beam | ... | .14 |
| " Thickness of deck | ... | |
| " Scantlings, etc. | ... | |
| " Statutory deck line | ... | |
| | | 3.58 |
| | | 10.49 |
| | | - 6.91 |

Summer Freeboard =

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 | " | " | " | " | " |

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