

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.-SAILING SHIPS.

Index No. **33646**
(For London Office only.)

PARTICULARS RELATING TO ALL SAILING 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 3/3/20
Name of Surveyor _____

Ship's Name. Chateaux de Normandie
Port of Registry and Nationality. Oil Tank Barge
Official Number. _____
Gross Tonnage. _____
Date of Build. _____
Particulars of Classification. +100 A Carrying petroleum in bulk for re-use of steamships (contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<u>Mold. = 129.0</u>	<u>25.6</u>	<u>11.6</u>	
Length on LOADLINE		* Difference in ft. x 2	Sheer	Peak Tanks
CORRECTED DIMENSIONS.				

	Ship. inches.	Rule. inches.
Thickness of inside Plank		
Moulding of Timber		
Thickness of outside Plank		
TOTAL		
Difference*		

Co-efficient of fineness
Any modification necessary [Para. 4 (a) to (e)]
Co-efficient as corrected Assumed = 74 Highest in Table

Sheer at Stem... 46"
 at Sternpost... 24" } $70 \div 2 = 35.0$... Mean

Sheer at $\frac{1}{2}$ of the length from Stem 610" } $643 \frac{1}{2}$
 Sternpost 13.14 } $3850 \div 2 = 1925$... Mean

Gradual mean Sheer 35.0 + .55 = 35.5

Standard mean Sheer (Table, Para. 18) 22.9 Correction

Difference 12.1 $\div 4 = -3$

§ If limited as Para. 18 (f) $\frac{22.9}{2} \div 4 = 2.862$ - $2 \frac{3}{4}$

¶ Fall in sheer }
Para. 18 (d) } $\div 2 =$
Length uncovered
Correction

ALLOWANCE FOR DECK ERECTIONS :-

	Length.	Length allowed.	Height.
Forecastle.....			
Bridge House			
Raised Qr. Dk.			
Poop.....			
Total length allowed			
\div Length of Ship			$\times 8$ eighths covered.

Freeboard Table D corrected for Length
Percentage allowance

Moulded Depth as measured..... 11.6
In iron or steel sailing ships state the rise of floor per foot of half breadth Less, if iron uncovered upper deck, the usual thickness of wood deck less stringer
Moulded depth to be used with tables 11.3 base

CORRECTION FOR LENGTH.

Length of Ship on Load Line	<u>129.0</u>
Length in Table	<u>112.6</u>
Difference	<u>16.6</u>
Correction for 10 ft.	<u>.95</u>
\times Difference $\div 10 =$	<u>1.567 + 1/2"</u>

CORRECTION FOR STEEL DECK.
Proportion covered, if less than $\frac{7}{8}$ ths length covered
Thickness of usual wood deck, less stringer..... In mold depth

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	
Round of Beam.....	<u>Assumed Normal</u>
Normal round	
Difference	$\div 2 =$
† If limited by the memo. to Para. 19	
Proportion of Deck uncovered (Para. 19)	

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

Freeboard, Table D

Correction for Length	<u>1 - 9 3/4</u>
Correction for Sheer	<u>+ 1 1/2</u>
Allowance for Deck Erections	<u>1 - 11/4</u>
Correction for Round of Beam.....	<u>- 2 3/4</u>
Correction for fall in Sheer (if any)	<u>1 - 8 1/2</u>

Correction for Iron Deck (if required) In reduced mold depth
Other Corrections (if any).....

Freeboard 5 1/4 } 1 - 8 1/4
N. A. Winter Freeboard 1 - 8 1/2
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.

Freeboard from deck line
N. A. Winter Freeboard

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck :-
Fresh Water Line above centre of Disc
Winter North Atlantic Line below

§ 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.
¶ 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.

† In flush deck sailing vessels the excess of round of beam for which an allowance is made shall not exceed the standard round of beam, and for sailing vessels having erections on deck the allowance shall be further reduced in proportion to the extent of the main deck uncovered.

