

THE BRITISH CORPORATION FOR THE SURVEY AND REGISTRY OF SHIPPING.

SURVEY FOR FREEBOARD OF STEAM-SHIP

having \_\_\_\_\_

Port of Survey \_\_\_\_\_

Date of Survey \_\_\_\_\_

Name of Surveyor \_\_\_\_\_

State type of erections.

Ship's Name.	Gross Tonnage.	Official Number.	Port of Registry and Nationality.	Date of Build.	Particulars of Classification.
<i>Greenock + Grangemouth 327</i>					

Registered Length as shown by ship's register }  
 Breadth }  
 Depth }  
 Length on Loadline *210*  
 Breadth  
 Depth

Moulded Depth as measured *11-3"*  
*2 3/4 w. dk.*  
*1 1/2 s.d.B.*  
*11-7 1/4"*  
*3/4 h. + gunboard.*  
*11-8"*  
*5"-4"*  
*6-4 extreme draught required*

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

Tons Und. Dk. x 100 Tonnage in Peaks

CORRECTION FOR LENGTH.  
 Length of Ship on Loadline *210*  
 Length in Table  
 Difference  
 Correction for 10 ft., Table A. Table C.  
 X Difference divided by 10 (if required.)  
 If 1/10ths length covered by erections divide by 2

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

CORRECTION FOR IRON DECK.  
 Proportion covered, if less than 1/10ths length covered  
 Thickness of usual wood deck, less stringer

Sheer at { Stem }  
 at { Stern-post } ÷ 2 = Mean

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 reported on the full breadth of vessel at the gunwale.

Sheer at 1/3 of the length from { Stem }  
 { Stern-post }

Gradual Mean Sheer  
 Standard Sheer (Table, Para. 18) Correction  
 Difference ÷ 4 =

Rise in sheer } At front of bridge house  
 from amidships } At after end of forecastle  
 Fall in sheer ÷ 2 =

Freeboard, Table A. *@ 182 and 11-3"* *1-8 1/4*  
 Correction for Sheer

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C  
 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)  
 Difference  
 Percentage as below

Correction for Length  
 Allowance for Deck Erections  
 Correction for Round of Beam  
 Correction for Iron Deck (if required)

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house }  
 Allowance for Deck Erections

Additions for non-compliance with provisions of Para. 11 (d) and (e) † }  
 Other Corrections (if any) }

	Length.	Length allowed.	Height.
Forecastle	<i>26.3</i>	<i>26.25</i>	
Bridge House	<i>120</i>	<i>117.75</i>	<i>9.0</i>
† Raised Qr. Dk.			
Poop			
Total		<i>144.00</i>	<i>686</i>
Length of Ship		<i>210</i>	
Corresponding percentage (Para. 11, 12, 13, or 14)			<i>30%</i>

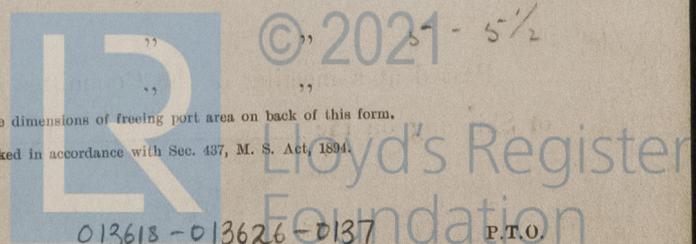
Winter Freeboard  
 Summer Freeboard  
 Indian Summer  
 N. A. Winter Freeboard  
 Correction necessary because clearside amidships measured in accordance with the Statute is not taken at the intersection of the deck with side } *1 1/2*  
 Winter Freeboard from deck line §  
 Summer " " " "  
 Indian Summer " " " "  
 N.A. Winter " " " "

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

Fresh Water Line	<i>2 1/2</i>	ins. above centre of Disc.	Corresponding Freeboard <i>5-1 1/2</i>
Indian Summer Line	-	" " " "	" "
Winter Line	<i>1 1/2</i>	" below " "	" <i>5-5 1/2</i>
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.

‡ State dimensions of freeing port area on back of this form.  
 § Marked in accordance with Sec. 437, M. S. Act 1894.



DELETE WORDS WHICH DO NOT APPLY.

The Crew *are, are not*, berthed in the Bridge house.

The arrangements to enable them to get backwards and forwards from their quarters *are, are not*, satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel				=		Sq. ft.	
Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports each side of vessel	=	Sq. ft.
	×		×				
	×		×				
Total excess deficiency						=	Sq. ft.

If the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.

Do all the Frames extend to the top height in the Poop?

Do.	do.	do.	Raised Quarter Deck?
Do.	do.	do.	Bridge House?
Do.	do.	do.	Forecastle?

To what height do the Reverse Frames extend?

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

How are the openings closed?

Is the Poop or Raised Quarter Deck connected with the Bridge House?

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? }

If the openings are not so protected, are the exposed parts of the Casings efficiently constructed? What is their height?

Are suitable means provided for closing all openings in exposed Casings in bad weather?

Has the Bridge House an efficient Bulkhead at the fore end?

How are the openings closed?

Give thickness of Bridge Front plating      Coaming plate      Stiffeners      spaced      bracketted

Has the Bridge House an efficient Iron Bulkhead at the after end?

How are the openings closed?

Is the Forecastle at least as high as the main or top-gallant rail?

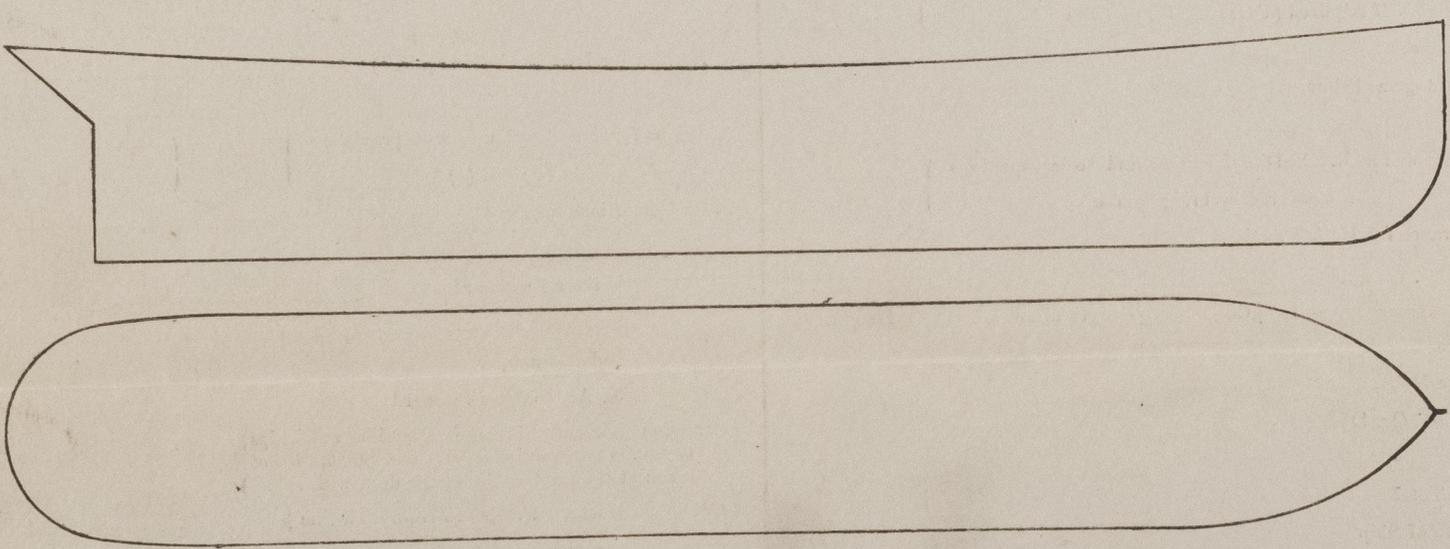
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end?

Are the Weather Deck Hatchways efficiently constructed and at least equal to the Rule requirements?

What is the thickness of the Hatches?      State the height of the Coamings in Fore Well      In After Well

State any special features in the construction of the Vessel

*new work & repairs 324  
 El J. J. J. J.*

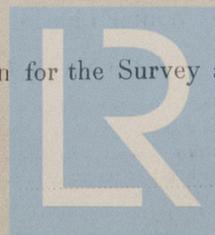


Show hereon arrangement of erections, depth of hold, &c.

The Freeboards, as stated on the other side, being in accordance with the Tables, it is submitted that the same be assigned.

..... Chief Surveyor.

Passed at a meeting of the Committee of Management of the British Corporation for the Survey and Registry of Shipping on the .....



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