

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.

Port of Survey _____
Date of Survey 15-4-26.
Name of Surveyor _____

Ship's Name. <u>Uraga D. Co's No 317 Ship</u>	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification. <u>100 A-1 with freeboard (contemplated)</u>
Number in Register Book _____					

Registered dimensions from Ship's Register.	LENGTH. <u>355'-0"</u>	BREADTH. <u>48'-6"</u>	DEPTH. <u>32'-6"</u>	UNDER DECK Tonnage.
Length on LOADLINE		Frame Depth Rule "	Ceiling Sheer	Peak Tanks
CORRECTED DIMENSIONS.	<u>355.0</u>			

Co-efficient of fineness
Any modification necessary }
[Para. 4 (a) to (e)*] }
Co-efficient as corrected assumed 78.

Allowance for strength in excess of Lloyd's rules =

State particulars—

Moulded Depth as measured 25'-6" Main Deck.
" " " 32'-6" Spar or Awning Deck.

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 Load Line..... 355
Length in Table 306
Difference..... 49
Correction for 10ft..... 7
× Difference ÷ 10 = 3.43 + 3½

Height of 'Tween Decks..... actual 7'-0"
(From top of beam to top of beam at side)
Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C 2'-9½"
Correction for Length..... + 3½"
Correction for Height of 'Tween Decks in Spar-decked Ships..... 3'-1"
wood on 2nd Deck to top of wood upper deck } + 6'-11½"
Correction for Strength in excess of Lloyd's rules..... 10'-0½"

Correction for Iron Deck if required.....
Other Corrections (if any).....

Winter Freeboard..... 10'-0½"
Summer Freeboard..... 9'-7½"
Indian Summer Freeboard.....
N. A. Winter Freeboard.....

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or steel deck with side

Winter Freeboard from Deck Line
Summer " " "
Indian Summer " " "
N.A. Winter " " "

Sheer at Stem at ½ length from Stem
Sternpost... " " " Sternpost...
Drop in Sheer abaft amidships.....
Round of Spar-deck Beam.....
" " Main-deck "
Length × Height. State if open or closed at ends.
Forecastle ×
Bridge..... ×
Poop..... ×

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	"	"	"	...	...	...	...	...	...

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.
* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

Do all the Frames extend to the top Height in the Spar deck ?

Bridge House ?

Awning deck ?

Forecastle ?

Do all the Frames extend to the top height in the Poop ?
To what height do the Reverse Frames extend ?

Has the Poop an efficient Iron Bulkhead at the fore end ?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop connected with the Bridge House ?

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

Give particulars of the means for closing the openings in Bulkhead

What is the thickness of the Bridge Front plating ?

and Coaming plate ?

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted at each end of the Stiffeners ?

Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks ?

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

How are the openings closed ?

Has the Forecastle an efficient Iron or Wood Bulk'd. at after end ?

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

Are the Engine and Boiler openings covered by a Bridge, Poop, }
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 ?

Give thickness of plating ; scantlings and spacing of Stiffeners

What is the height of the exposed Casings ?

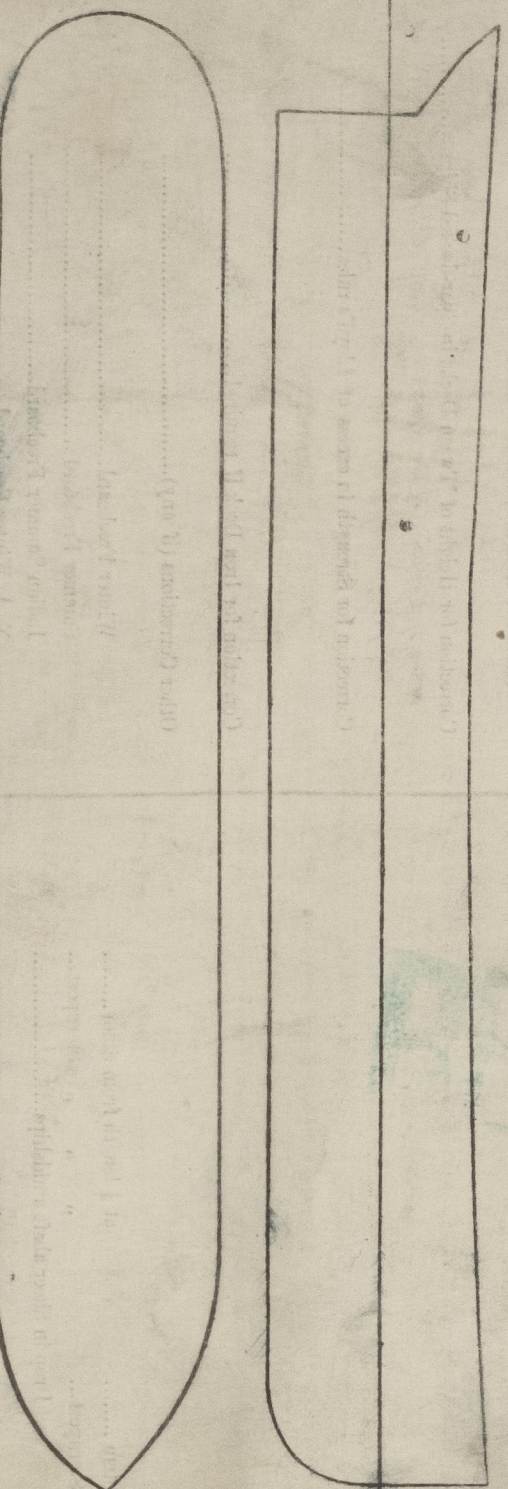
Are suitable means provided for closing all openings in them in bad weather ?

Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5 ? Give particulars below : —

Position and Size.		Ship.		Rule.		Ship.		Rule.		Ship.		Rule.	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
Height above top of DECK													
COAMING. { Sides.....													
{ Ends.....													
SHEETING BEAMS OR WEB PLATES. { Number.....													
{ Section and Scantlings.....													
{ Material.....													
* FORE AND AFTERS. { Number.....													
{ Section and Scantlings.....													
{ Material.....													
HATCHES Thickness.....													
Remarks.....													

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(If the sill of the lowest side scuttle will 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.)



State any special features in the construction of the Vessel

Builder's name and yard number

Names of sister vessels

Owners

Address

Recd

Received by me



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Foundation