

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Index No. _____
(For London Office only.)

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH 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 _____
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.
Registered from Register.				
Position		Frame Depth	Ceiling	Peak
LINE.		Rule	Sheer	Tanks

Moulded Depth as measured 40.9
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.....	469.5
Length in Table	489.0
Difference	19.5
Correction for 10ft., Table A.	1.7
Table C.8
× Difference divided by 10	3.31 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	-3 $\frac{1}{4}$ -1 $\frac{1}{2}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered419
Thickness of usual wood deck, less stringer	3 $\frac{1}{2}$
	-1 $\frac{1}{2}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	61.66
Round of Beam	12
Normal round.....	15.41
Difference	3.41 ÷ 2 = 1.70
Proportion of Deck uncovered (Para. 19)581
	+ 1

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

Coefficient of fineness.....
Modification necessary [Para. 4 (a) to (e)]*
Coefficient as corrected78

Stem..... 114
Sternpost ... 48 } $162 \div 2 = 81$... Mean

at $\frac{1}{4}$ of the length from Stem 59.4 } $85.8 \div 2 = 42.9$... Mean
Sternpost 26.4 } $\div .55 = 78$

Local mean Sheer 78
Forward mean Sheer [Table, Para. 18] 56.95 Correction
Difference..... $21.05 \div 4 = 5\frac{1}{4}$
Limited as Para. 18 (f)

In Sheer { At front of bridge house.....
amidships {
Para. 18 (e) } At after end of forecastle

In Sheer {
Para. 18 (d) } ÷ 2 =
Uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Table C. $(11 \times 10) - (3 \times 3)$ 8.7
Correction for Length, if required (Para. 12, 13, and 14) $-1\frac{1}{2}$
Corrected by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) } 11.1 $\frac{1}{2}$
Difference 2.8
Age as below..... 25.14
8"

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

Freeboard, Table A	11.10
Correction for Sheer	-5 $\frac{1}{4}$
	11.4 $\frac{3}{4}$
Correction for Length	-3 $\frac{1}{4}$
	11.1 $\frac{1}{2}$
Allowance for Deck Erections	-8
	10.5 $\frac{1}{2}$
Correction for Round of Beam.....	+ 1
	10.6 $\frac{1}{2}$
Correction for fall in Sheer (if any).....	
Correction for Iron Deck (if required)	-1 $\frac{1}{2}$
	10.5

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

Winter Freeboard 10.5
Summer Freeboard 9.9 $\frac{1}{2}$
Indian Summer Freeboard
N. A. Winter Freeboard

Length.	Length allowed.	Height.
House <u>150</u>	<u>150</u>	
Upper Qr. Dk.....		
Total	<u>197</u>	$\div 469.5 = .419$

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. 1 $\frac{1}{2}$

Winter Freeboard from deck line 10.6 $\frac{1}{2}$
Summer " " " " 9.11
Indian Summer " " " "
N. A. Winter " " " "

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

Fresh Water Line	above centre of Disc
Indian Summer Line	" " "
Winter Line	below " "
Winter North Atlantic Line	" " "

† 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.

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

RETAIN

RETAIN