

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.
Number in Register Book					

REGISTERED VESSELS FROM REGISTER.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
on LINE.		Frame Depth Rule    ,,	Ceiling Sheer	Peak Tanks
ATED SIONS.				

Moulded Depth as measured..... 44

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.

ficient of fineness.....  
 modification necessary ( para. 4 (a) to (e)]\*  
 ficient as corrected .....

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.)	1.56
If $\frac{9}{10}$ ths length covered divide by 2	-3 $\frac{1}{4}$		-1 $\frac{1}{2}$

{ Stem..... 114 } 162 ÷ 2 = 81 ...Mean  
 { Sternpost ... 48 }  
 at  $\frac{1}{8}$  of the length from { Stem 59.4 } 85.8 ÷ 2 = 42.9..Mean  
 { Sternpost 26.4 } ÷ .55 = 78  
 al mean Sheer ..... 78  
 ard mean Sheer [Table, Para. 18] ..... 56.95 Correction  
 Difference..... 21.05 ÷ 4 = 5 $\frac{1}{4}$   
 imited as Para. 18 (f) .....

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered .....  $\cdot 419$   
 Thickness of usual wood deck, less stringer .....  $3\frac{1}{2}$   
 $-1\frac{1}{2}$

in Sheer { At front of bridge house.....  
amidships {  
18 (e)] { At after end of forecastle .....

CORRECTION FOR ROUND OF BEAM.

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

in Sheer }  $\div 2 =$   
 18 (d) }  
 uncovered ..... Correction

Breadth at Gunwale amidships.....	61.66	
Round of Beam .....	12	
Normal round.....	18.41	
Difference .....	3.41	$\div 2 = 1.70$
Proportion of Deck uncovered (Para. 19) .....	581	

ALLOWANCE FOR DECK ERECTIONS :—	
ard, Table C. $(11 \times 10) - (3 \times 3)$ .....	8 .. 7
tion for Length, if required (Para. 12, 13, and 14) .....	- $1\frac{1}{2}$
	<hr/>
	8 .. $5\frac{1}{2}$
ard by Table A. corrected for sheer, and for length, {	
if required (Para. 12, 13, and 14) }	11 .. $1\frac{1}{2}$
nce .....	2 .. 8
age as below.....	25 .. 14
	8"

Freeboard, Table A .....	11 .. 10
Correction for Sheer .....	<u>- 5<math>\frac{1}{4}</math></u>
	11 .. 4 $\frac{3}{4}$
Correction for Length .....	<u>- 3<math>\frac{1}{4}</math></u>
	11 .. 1 $\frac{1}{2}$
Allowance for Deck Erections .....	<u>- 8</u>
	10 .. 5 $\frac{1}{2}$
Correction for Round of Beam.....	<u>+ 1</u>
	10 .. 6 $\frac{1}{2}$
Correction for fall in Sheer (if any).....	
Correction for Iron Deck (if required) .....	<u>- 1<math>\frac{1}{2}</math></u>
	10 .. 5

on for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

Fee for Deck Erections .....

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

	Length.	Length allowed.	Height.
le.....	47	47	
House .....	150	150	
Qr. Dk.....			
.....			
.....			
total .....		197	
f Ship .....		469.5	.419

Winter Freeboard .....	10 .. 5
Summer Freeboard .....	7 1/2 .. 9 1/2
Indian Summer Freeboard .....	
N. A. Winter Freeboard .....	

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

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

[illegible]

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

in masts, skin planking, or ceiling are of unusual thickness the breadth of vessel to include should be reported if possible.

Obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amid-ship the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.

In decked vessels the total standard mean sheer means the sheer measured at the stem and stern.

In vessels having poops and forecastles, it means the sheer measured at points distant 2/3th of the vessel's length from stem and stern-post.

† 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.

essel's draft at time of  
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