

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD-STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM 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 Naples  
Date of Survey Vessels under construction  
Name of Surveyor J. Hodgson

Ship's Name, Cantiere di Bari Nos 14915

Port of Registry and Nationality. Italian

Official Number.

Gross Tonnage.

Date of Build.

Particulars of Classification.  
+100 A1. with freeboard corresponding to a Summer moulded draft of 27'0"  
Contemplated

Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
		<u>61.9</u>	<u>32.37</u>	<u>8110 approx under J deck.</u>
Length on LOADLINE.	<u>544'11"</u> <u>485.6</u>	Frame Depth <u>8'4"</u> Rule " <u>7'0"</u> <u>1.66</u> <u>x 2.0 = 28</u>	Ceiling <u>filled</u> Sheer <u>+1.78</u> <u>Level Tank</u> <u>To Tank Top</u> <u>10 Holes extended</u> <u>33.35</u>	Peak <u>Included.</u> Tanks <u>For raised</u> <u>Double bottom</u> <u>amidships</u> <u>+ 44 Tons</u>
CORRECTED DIMENSIONS.	<u>485.6</u>	<u>61.62</u>	<u>34.13</u>	<u>8154</u>

Co-efficient of fineness.....

.799

Any modification necessary {

[Para. 4 (a) to (e)]\*

Co-efficient as corrected .....

C.O.B

.48 provisionally

86.82

Sheer { Stem.....

at { Sternpost.....

Sheer at  $\frac{1}{2}$  of the length from {

Gradual mean Sheer .....

Standard mean Sheer [Table, Para. 18] .....

Difference.....

§ If limited as Para. 18 (f) .....

78L - 424.9

177 ÷ 2 = 88.5...Mean

53.65 ÷ 119.63 = 59.81

95.5 ÷ 2 = 47.75...Mean

59.81 ÷ 65 = 86.82

422.4

17.54 ÷ 4 = 4.39

- 2 1/2"

78L - 424.9

11/16" ÷ 2 = 1/32

Covered

Correction

6 - 10

+ 4 1/4

7 - 2 1/4

10 - 10

3 - 7 3/4

30%

13.125

6 - 10

+ 4 1/4

7 - 2 1/4

10 - 10

3 - 7 3/4

30%

13.125

6 - 10

+ 4 1/4

7 - 2 1/4

10 - 10

3 - 7 3/4

30%

13.125

6 - 10

+ 4 1/4

7 - 2 1/4

10 - 10

3 - 7 3/4

30%

13.125

6 - 10

+ 4 1/4

7 - 2 1/4

10 - 10

3 - 7 3/4

30%

13.125

6 - 10

+ 4 1/4

7 - 2 1/4

10 - 10

Moulded Depth 36'08"

- 36' - 1"

Addition for Keel below base line

for draught record..... 1 3/4" inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 544'11" 485.6

Length in Table ..... 433.0

Difference ..... 52.6

Correction for 10ft., Table A. .... 1.7 Table C. .8

x Difference divided by 10 ..... 8.94 (if required.) 4.208

If  $\frac{1}{10}$ ths length covered divide by 2 + 9" + 4 1/4"

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered ..... .574

Thickness of usual wood deck, less stringer ..... 3 1/2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 61.66

Round of Beam ..... 15"

Normal round..... 15.41

Difference ..... .41 ÷ 2 = ..... .20

Proportion of Deck uncovered (Para. 19) ..... .146

10' 1"

- 4 1/2

9.8 1/2

+ 9

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

9.4 1/2

10.5 1/2

- 1.1

§ 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.  
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

† 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.



