

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
 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

Date of Survey 9/4/29

Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
	<i>Messrs Baxford</i>	<i>Proposal</i>			

Number in Register Book

REGISTERED DIMENSIONS FROM S Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Length on LOADLINE.		Frame Depth Rule	Ceiling Sheer	Peak Tanks
CORRECTED DIMENSIONS.	<u>424.5</u>			

Moulded Depth as measured.....

31'-10"
 NOTE. — If the
depth is measured
when vessel is
afloat, the details
of measurement
should be reported.

 Addition for Keel below base line
for draught record.....inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....

Length in Table

Difference

Correction for 10ft., Table A.

Table C.

× Difference divided by 10

(if required.)

If $\frac{1}{10}$ ths length covered divide by 2+ 3 1/2

CORRECTION FOR IRON DECK.

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

Thickness of usual wood deck, less stringer

- 3 1/2

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 report-
ed on the full
breadth of vessel
at the gunwale.

Freeboard, Table A

8'-4 3/4

Correction for Sheer

- 1'-0 1/2

Correction for Length

7'-4 1/4+ 3 1/2

Allowance for Deck Erections

4'-4 3/4- 2'-0 1/45'-7 1/2

Correction for Round of Beam.....

Correction for fall in Sheer (if any).....

Correction for Steel Deck (if required)

- 3 1/25'-4

Additions for non-compliance with provisions of

Para. 11 (d) and (e) †

Other Corrections (if any)

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

 Fall in Sheer {
 Para. 18 (d) { ÷ 2 =

Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....

5'-2 1/4

Correction for Length, if required (Para. 12, 13, and 14)

 Freeboard by Table A, corrected for sheer, and for length,
 if required (Para. 11, 12, 13, and 14)
7'-4 1/4

Difference

2'-2

Percentage as below.....

93%24.18
 Correction for R. Q. Dk. if engine and boiler openings not
 covered by bridge house (Para. 11)

Allowance for Deck Erections

- 2'-0 1/4

	Length.	Length allowed.	Height.
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Forecastle.....

Bridge House

† Raised Qr. Dk.....

Poop.....

Total

Length of Ship

98%

Corresponding percentage {

(Para. 11, 12, 13, or 14) { 93%

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 " " "

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

Winter Freeboard from deck line

Summer " " " "

Indian Summer " " " "

N. A. Winter " " " "

5'-44'-9 1/231'-10 1/44'-9 1/227'-

† 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 stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth 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.