

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Summary  
334.56  
BY COPY WRITTEN

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 Gothenburg  
Date of Survey 19<sup>th</sup> January 1931  
Name of Surveyor Geo. Webster

Ship's Name. <b>T. S. M. S. SVEABORG</b>	Port of Registry and Nationality. <u>Stockholm Swedish</u>	Official Number.	Gross Tonnage. <u>9800</u>	Date of Build. <u>1931</u>	Particulars of Classification. <u>+100 A.1. carrying petroleum in bulk. (Contemplated)</u>
Number in Register Book <u>(92455 Sup)</u>					

Registered dimensions from Ship's Register.	LENGTH. <u>480.58</u>	BREADTH. <u>64.47</u>	DEPTH. <u>35.56</u>	UNDER DECK TONNAGE. <u>8339.42*</u>
Length on LOADLINE.	<u>470.0</u>	Frame Depth $9\frac{1}{4}$ Rule " $7\frac{1}{4}$ Sheer $+ .91$	Ceiling $+ .20$ Sheer $+ .91$	Peak included. Tanks
	<u>470.0</u>	<u>64.43</u>	<u>36.68</u>	<u>8437.07</u>

Moulded Depth as measured.....	<u>35'-4"</u>	NOTE.— If the depth is measured when vessel is afloat, the details of measurement should be reported.	<u>35'-4"</u>
Addition for Keel below base line for draught record.....	<u>35'-0" <math>\frac{3}{4}</math>"</u>		<u>36'-8 <math>\frac{1}{8}</math>"</u>
CORRECTION FOR LENGTH.			
Length of Ship on Loadline.....	<u>470.00</u>		<u>36'-8 <math>\frac{1}{8}</math>"</u>
Length in Table .....	<u>420.575</u>		<u>33'-3 <math>\frac{7}{8}</math>"</u>
Difference .....	<u>49.425</u>		<u>= 33'-30"</u>
Correction for 10ft., Table A. ....	<u>1.7</u>	Table C. <u>8</u>	<u>.90</u>
× Difference divided by 10 .....	<u>8.42</u>	(if required.)	<u>34'-20"</u>
$\frac{1}{10}$ ths length covered divide by 2	<u>+ 8 <math>\frac{1}{4}</math>"</u>		

Condition of fitness.....  
Classification necessary }  
4 (a) to (e)\* }  
Condition as corrected .....  
Moulded depth at 85% med depth =  $20570 \text{ tons}$  (salt water)  
Mean Sheer ..... 88.827  
Mean Sheer [Table, Para. 18] ..... 57.0  
Difference..... 31.827 ÷ 4 = 7.82  
Corrected as Para. 18 (f) ..... - 7  $\frac{1}{4}$ "

CORRECTION FOR IRON DECK.			
Proportion covered, if less than $\frac{1}{10}$ ths length covered .....		allowed mould. depth	
Thickness of usual wood deck, less stringer .....			

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

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

CORRECTION FOR ROUND OF BEAM.			
Breadth at Gunwale amidships.....	<u>63.25</u>		
Round of Beam.....	<u>16.125</u>		
Normal round.....	<u>15.81</u>		
Difference .....	<u>.31</u> ÷ 2 = <u>.15</u>		
Proportion of Deck uncovered (Para. 19) .....			

ALLOWANCE FOR DECK ERECTIONS:—  
Table C.....  $(9'-7\frac{1}{4}" - 3'-2\frac{3}{4}" = 6'-5\frac{1}{4}"$   
for Length, if required (Para. 12, 13, and 14) .....  
by Table A. corrected for sheer, and for length, }  
if required (Para. 11, 12, 13, and 14) }  
as below.....  
for R. Q. Dk. if engine and boiler openings not }  
covered by bridge house (Para. 11) }  
for Deck Erections .....

Freeboard, Table A .....	<u>9'-8.31"</u>	<u>9'-7 <math>\frac{3}{4}</math>" 8 <math>\frac{1}{4}</math>"</u>
Correction for Sheer .....	<u>- 7.82</u>	<u>- 7 <math>\frac{3}{4}</math>"</u>
Correction for Length .....	<u>+ 8.37</u>	<u>+ 8 <math>\frac{1}{4}</math>"</u>
Allowance for Deck Erections .....	<u>- 8.11</u>	<u>- 8 <math>\frac{1}{2}</math>"</u>
Correction for Round of Beam.....	<u>9'-0.25</u>	<u>9'-0 <math>\frac{1}{4}</math>"</u>
Correction for fall in Sheer (if any).....		
Correction for Steel Deck (if required) .....		
Additions for non-compliance with provisions of } Para. 11 (d) and (e) † } Other Corrections (if any) .....		

Length.	Length allowed.	Height.
<u>470</u>	<u>465 47.00</u>	<u>7.75</u>
House .....	<u>30.34</u>	<u>7.5</u>
Qr. Dk.....	<u>105.16</u>	<u>7.75</u>
Ship .....	<u>182.04 50</u>	<u>38.75.83</u>
Percentage	<u>24.22.27%</u>	

Winter Freeboard .....	<u>9'-0 <math>\frac{1}{4}</math>"</u>
Summer Freeboard .....	<u>8'-5 <math>\frac{3}{4}</math>"</u>
Indian Summer Freeboard .....	<u>7'-11 <math>\frac{1}{4}</math>"</u>
N.A. Winter Freeboard .....	
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. } }	<u>13 <math>\frac{1}{2}</math>"</u>
Winter Freeboard from deck line: .....	<u>9'-1 <math>\frac{1}{2}</math>" 2"</u>
Summer " " " " .....	<u>8'-7 <math>\frac{1}{2}</math>"</u>
Indian Summer " " " " .....	<u>8'-0 <math>\frac{1}{2}</math>" 1"</u>
N.A. Winter " " " " .....	

BOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—	<u>8'-7 <math>\frac{1}{2}</math>"</u>	<u>8'-7 <math>\frac{1}{2}</math>"</u>
Fresh Water Line above centre of Disc .....	<u>6 <math>\frac{1}{2}</math>"</u>	<u>6 <math>\frac{1}{2}</math>"</u>
Indian Summer Line " " " " .....	<u>6 <math>\frac{1}{2}</math>"</u>	<u>6 <math>\frac{1}{2}</math>"</u>
Winter Line below " " " " .....	<u>6 <math>\frac{1}{2}</math>"</u>	<u>6 <math>\frac{1}{2}</math>"</u>
Winter North-Atlantic Line " " " " .....		

\* 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.

