

11b.

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 *Belfast*
Date of Survey *23. 10. 16*
Name of Surveyor

Ship's Name. *Harland Wolff no 509.*
Port of Registry and Nationality.
Official Number.
Gross Tonnage.
Date of Build.
Particulars of Classification. *100 Ft. Aving Deck with freeboard.*

Registered dimensions from Ship's Register.
LENGTH. *481.5*
BREADTH. *58.3*
DEPTH. *31.62*
UNDER DECK TONNAGE. *7050*
Length on LOADLINE.
Frame Depth *8*
Ceiling *.20*
Peak
Tanks
Rule *2*
Sheer *1*
CORRECTED DIMENSIONS. *481.5* *58.14* *31.82* *7050*

Moulded Depth as measured *34-10" upper deck*
34-10
35-7
3-11/2
31-7 1/2
43-7 1/2 Aving Deck
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..... *481.5*
Length in Table *523*
Difference *41.5*
Correction for 10ft., Table A. *1.7* Table C.
× Difference divided by 10 *7.05* (if required.)
If $\frac{1}{10}$ th length covered divide by 2 *-7*

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ th length covered ✓
Thickness of usual wood deck, less stringer

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *56.7*
Round of Beam *9*
Normal round..... *14.2*
Difference *5.2 ÷ 2 = 2.6*
Proportion of Deck uncovered (Para. 19) *+ 2 1/2*

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

Co-efficient of fineness..... *.79*
Any modification necessary { *tank mis 3"*
[Para. 4 (a) to (e)]* *.77 if British tonnage*
Co-efficient as corrected *say .79 to top height*

Sheer at $\frac{1}{2}$ of the length from { Stem *58.55*
at { Sternpost *33* } *132 ÷ 2 = 66* ...Mean
Gradual mean Sheer *58.18*
Standard mean Sheer [Table, Para. 18] *58.15*
Difference..... *÷ 4 =*
§ If limited as Para. 18 (f).....

Rise in Sheer { At front of bridge house.....
from amidships { At after end of forecastle

Fall in Sheer { *3 ÷ 2 =*
Para. 18 (d) {
Length uncovered *+ 1 1/2* Correction

ALLOWANCE FOR DECK ERECTIONS:—

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

Freeboard by Table A, corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) }

Difference
Percentage as below.....

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

	Length.	Length allowed.	Height.
Forecastle.....			
Bridge House			
† Raised Qr. Dk.....			
Poop.....			
Total			
Length of Ship			
Corresponding percentage { (Para. 11, 12, 13, or 14) }			

FREEBOARD 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	" " "	...

† 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 stern-post.

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.

Winter Freeboard from deck line	<i>12-8</i>
Summer " " " "	<i>12-0</i>
Indian Summer " " " "	
N. A. Winter " " " "	

† 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.

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