

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

W129

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 **12-Apr-32.**

Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
LAIRD SMOOR	<i>Glasgow</i> <i>British</i>	143335			* 100 A1.
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	265	36.15	15.95	190.12
Length on LOADLINE.	265	Frame Depth $3\frac{1}{2}$ Rule " $3\frac{1}{2}$	Ceiling Sheer 7.06	Peak add for all Tanks <i>add for all tanks in form E 8.8 + 3.67</i>
CORRECTED DIMENSIONS.	265	36.15	15.64	100.79

Co-efficient of fineness..... **67**Any modification necessary
[Para. 4 (a) to (e)]*

Co-efficient as corrected

Sheer at Stem..... 56$\frac{3}{8}$	$\left. \begin{array}{l} \text{Stem} \\ \text{at Sternpost} \end{array} \right\} 75.75 \div 2 = 37.87$... Mean	38.63 36.50 36.23 0.6
at Sternpost... 93$\frac{1}{8}$		
Sheer at $\frac{1}{2}$ of the length from Stem 34	$\left. \begin{array}{l} \text{Stem} \\ \text{Sternpost} \end{array} \right\} 42\frac{1}{2} \div 2 = 21.25$... Mean	38.63
Sternpost 8$\frac{1}{2}$		
Gradual mean Sheer	21.25	38.63
Standard mean Sheer [Table, Para. 18]	21.90	Correction
Difference.....	.65	$\div 4 =$ $1\frac{1}{4}$
§ If limited as Para. 18 (f)		

Rise in Sheer from amidships [Para. 18 (e)]
 $\left. \begin{array}{l} \text{At front of bridge house} \\ \text{At after end of forecastle} \end{array} \right\}$ Fall in Sheer
Para. 18 (d) $\div 2 =$
Length uncovered

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	0 - 7$\frac{3}{4}$
Correction for Length, if required (Para. 12, 13, and 14)	3$\frac{1}{4}$
Freeboard by Table A, corrected for shear, and for length, if required (Para. 11, 12, 13, and 14)	0 - 11
Difference	3 - 3$\frac{3}{4}$
Percentage as below.....	2 - 4$\frac{3}{4}$
	39.30
	11.3
	- 11$\frac{1}{4}$
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	
Allowance for Deck Erections	

	Length.	Length	Height.
Forecastle.....	36.25	35.76	7.7
Bridge House (from Forecastle).....	12.5	63.25	"
End of Bridge House.....	14.75	7.38	"
Poop.....	50.33	50.33	"
Total		156.72	
Length of Ship	265	=	59.13
Corresponding percentage (Para. 11, 12, 13, or 14)			39.30%

Moulded Depth as measured..... **16-8"**Addition for Keel below base line for draught record..... **8"** inches.

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.....	265
Length in Table	260
Difference	5
Correction for 10ft., Table A.	1.03
× Difference divided by 10	6$\frac{3}{4}$
If $\frac{1}{10}$ ths length covered divide by 2	(if required.) 3$\frac{1}{4}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered ☒
Thickness of usual wood deck, less stringer **3 $\frac{1}{2}$ " sheathing filled in well.** Nil

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	35-9$\frac{1}{2}$
Round of Beam	9
Normal round.....	9
Difference	-
Proportion of Deck uncovered (Para. 19)	-

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

Freeboard, Table A	2-9
Correction for Sheer	+ 1$\frac{1}{4}$
Correction for Length	2-9$\frac{1}{4}$
Allowance for Deck Erections	+ 6$\frac{3}{4}$
Correction for Round of Beam.....	3-4
Correction for fall in Sheer (if any).....	- 11$\frac{1}{4}$
Correction for Steel Deck (if required)	2-4$\frac{3}{4}$
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other Corrections (if any)	- 1$\frac{1}{2}$
	2-3$\frac{1}{4}$
Winter Freeboard	2-3$\frac{1}{4}$
Summer Freeboard	2-0$\frac{3}{4}$
Indian Summer Freeboard	
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.

Winter Freeboard from deck line	2-3$\frac{1}{2}$
Summer " " " "	2
Indian Summer " " " "	1-10$\frac{1}{2}$
N. A. Winter " " " "	2-5$\frac{1}{2}$

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	6$\frac{1}{4}$	Tropical Fresh Water Freeboard ...	1-6$\frac{1}{2}$
Fresh Water Line " " " "	3$\frac{3}{4}$	Fresh Water " " " "	1-9
Tropical Line " " " "	2$\frac{1}{2}$	Tropical " " " "	1-10$\frac{1}{4}$
Winter Line below " " " "	2$\frac{1}{2}$	Winter " " " "	2-3$\frac{1}{4}$
Winter North Atlantic Line " " " "	4$\frac{1}{2}$	Winter North Atlantic " " " "	2-5$\frac{1}{4}$

Rpt. C.

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

Is the Poop or Raised Quarter Deck connected with the Bridge House?..... Has the Bridge House an efficient Bulkhead at the fore end?

What is the thickness of the Bridge Front plating? and Coaming plate?

Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

How are the openings closed?

Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?

If the openings are not so protected are the exposed parts of the Casings efficiently constructed?

What is the height of the exposed Casings?..... Are suitable means provided for closing all openings in them in bad weather?

Moulded
Stringer

Sheathing
T (

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of keel to lower edge of lowest side scuttle.)

What is the thickness of the Bridge Sheerstrake? Strake between Main and Bridge Sheerstrakes?

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.
1	0	1	0	1
2	0	2	0	2
3	0	3	0	3
4	0	4	0	4
5	0	5	0	5
6	0	6	0	6
7	0	7	0	7
8	0	8	0	8
9	0	9	0	9
10	0	10	0	10
11	0	11	0	11
12	0	12	0	12
13	0	13	0	13
14	0	14	0	14
15	0	15	0	15
16	0	16	0	16
17	0	17	0	17
18	0	18	0	18
19	0	19	0	19
20	0	20	0	20
21	0	21	0	21
22	0	22	0	22
23	0	23	0	23
24	0	24	0	24
25	0	25	0	25
26	0	26	0	26
27	0	27	0	27
28	0	28	0	28
29	0	29	0	29
30	0	30	0	30
31	0	31	0	31
32	0	32	0	32
33	0	33	0	33
34	0	34	0	34
35	0	35	0	35
36	0	36	0	36
37	0	37	0	37
38	0	38	0	38
39	0	39	0	39
40	0	40	0	40
41	0	41	0	41
42	0	42	0	42
43	0	43	0	43
44	0	44	0	44
45	0	45	0	45
46	0	46	0	46
47	0	47	0	47
48	0	48	0	48
49	0	49	0	49
50	0	50	0	50
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82	0	82	0	82
83	0	83	0	83
84	0	84	0	84
85	0	85	0	85
86	0	86	0	86
87	0	87	0	87
88	0	88	0	88
89	0	89	0	89
90	0	90	0	90
91	0			

		Freeing Ports	Sq. ft.
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