

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 Aberdeen
Date of Survey 11th July 1926
Name of Surveyor

Ship's Name <u>Messrs John Lewis</u>	Port of Registry and Nationality <u>S.S. Nov 96 and 97</u>	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <u>+100A1 (Contemplated)</u>
Number in Register Book					

Registered dimensions from Ship's Register	LENGTH <u>138.1</u>	BREADTH <u>24.4</u>	DEPTH <u>9.92</u>	UNDER DECK TONNAGE <u>255</u>
Length on LOADLINE	<u>138.0</u>	Frame Depth $\frac{1}{2}$ Rule <u>24.15</u>	Ceiling felled Peak <u>10.08</u>	
CORRECTED DIMENSIONS	<u>138.0</u>	<u>24.15</u>	<u>10.65</u>	<u>255</u>

Moulded Depth as measured 12.0

Addition for Keel below base line for draught record.....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.....	<u>138.0</u>
Length in Table	<u>144.0</u>
Difference	<u>6.0</u>
Correction for 10ft., Table A.	<u>.9</u>
× Difference divided by 10	<u>.54</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<u>-.27</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>.515</u>
Thickness of usual wood deck, less stringer	<u>2.68</u>
	<u>-1.35</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>24.25</u>
Round of Beam	<u>6.5</u>
Normal round.....	<u>6.06</u>
Difference	<u>.44</u>
Proportion of Deck uncovered (Para. 19)	<u>.485</u>

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

Co-efficient of fineness..... .719

Any modification necessary [Para. 4 (a) to (e)]* C.D.B.

Co-efficient as corrected70 provisionally

Stem..... 57.0
Sternpost .. 28.5
 $85.5 \div 2 = 42.75$ Mean

at $\frac{1}{8}$ of the length from { Stem 32.62
Sternpost 16.25
 $48.87 \div 2 = 24.43$ Mean

al mean Sheer 24.43

ard mean Sheer [Table, Para. 18] 14.28

Difference..... 10.15

mitted as Para. 18 (f) 2.54

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

in Sheer {
18 (d) { $\div 2 =$

uncovered

Correction

ALLOWANCE FOR DECK ERECTIONS:—

ard, Table C.....	<u>0.3</u>
ion for Length, if required (Para. 12, 13, and 14)	<u>-.14</u>
ard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>1.8</u>
Difference	<u>1.54</u>
Percentage as below.....	<u>32.96</u>
	<u>5.68</u>

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

Allowance for Deck Erections after deduction less than $\frac{4}{10}$ L. -.54

	Length.	Length allowed.	Height.
Forecastle.....	<u>19.00</u>	<u>18.56</u>	<u>7.0</u>
Bridge House	<u>8.96</u>	<u>8.96</u>	<u>7.0</u>
Raised Qr. Dk.....	<u>43.60</u>	<u>43.60</u>	<u>3.5</u>
op.....			
Total	<u>71.56</u>	<u>71.12</u>	<u>.515</u>
Length of Ship	<u>138.0</u>		<u>= 4.12</u> lights
responding percentage { Para. 11, 12, 13, and 14)		<u>32.96%</u>	

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 " " "

Freeboard, Table A	<u>1" 8 1/2</u>
Correction for Sheer	<u>- 2 1/2</u>
	<u>1" 6</u>
Correction for Length	<u>- 1/2</u>
	<u>1" 5 1/2</u>
Allowance for Deck Erections	<u>- 5 3/4</u>
	<u>0" 11 3/4</u>
Correction for Round of Beam.....	
Correction for fall in Sheer (if any).....	
Correction for Steel Deck (if required)	<u>- 1/4</u>
	<u>0" 10 1/2</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other Corrections (if any)	

Winter Freeboard	<u>0 - 10 1/2</u>
Summer Freeboard <u>1-2</u> <u>1/2</u>	<u>0 - 9</u>
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.	<u>1"</u>
Winter Freeboard from deck line	<u>0" 11 1/2</u>
Summer " " " "	<u>0" 10 1/2</u>
Indian Summer " " " "	
N. A. Winter " " " "	

the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

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.

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 $\frac{1}{8}$ th 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.

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