

# 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 \_\_\_\_\_  
Date of Survey 4/10/37  
Name of Surveyor \_\_\_\_\_

Ship's Name. <b>James Stove</b>	Port of Registry and Nationality. <b>Oslo Norway</b>	Official Number. _____	Gross Tonnage. <b>8215.3</b>	Date of Build. <b>1931</b>	Particulars of Classification. <b>+ 100th carry particular in bulk.</b>
Number in Register Book _____					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<b>451.2</b>	<b>59.2</b>	<b>35.9</b>	<b>7534.43</b>
Length on LOADLINE.	<b>449.83</b>	Frame Depth <sup>10</sup> / <sub>10</sub> Rule <sup>7 1/2</sup> / <sub>22</sub> <b>42 = .42</b> <b>No string + 33</b>	Ceiling <sup>11</sup> / <sub>10</sub> Sheer <sup>10</sup> / <sub>10</sub> <b>+ .20</b> <b>- 1.03</b>	Peak <sup>3</sup> / <sub>4</sub> <b>2 in.</b> Tanks <sup>1</sup> / <sub>2</sub> <b>2 in.</b> <b>Dep. 2 in. ER.</b> <b>Dep. 11 in. (round)</b> <b>+ 22.3</b>
CORRECTED DIMENSIONS.	<b>449.83</b>	<b>59.11</b>	<b>35.07</b>	<b>7631.73</b>

Co-efficient of fineness..... **.819**  
Any modification necessary }  
[Para. 4 (a) to (e)]\* } **Shallow bottom frames**  
Co-efficient as corrected ..... **.82 (lowest)**

No shear between frames <b>42 and 122.</b>				
Sheer { Stem..... <b>46</b> } <b>65</b> ÷ 2 = <b>32.5</b> Mean				<b>17.89</b> <b>54.98</b> <b>36137.09</b> <b>1.03</b>
at { Sternpost ... <b>19</b> }				
Sheer at 1/3 of the length from { Stem <b>14.44</b> } <b>18.94</b> ÷ 2 = <b>9.47</b> Mean				<b>3.58</b>
Gradual mean Sheer ..... <b>3.58</b>				
Standard mean Sheer [Table, Para. <sup>8</sup> / <sub>16</sub> ] ..... <b>3.99</b>				
Difference..... <b>29.41</b> ÷ 4 = <b>7.35</b> X				
§ If limited as Para. 18 (f) ..... ✓				<b>+ 7 1/2"</b>

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.....	<b>6'-8 3/4"</b>
Correction for Length, if required (Para. 12, 13, and 14) .....	<b>+ 2 1/4"</b>
Freeboard by Table A, corrected for shear, and for length, if required (Para. 11, 12, 13, and 14) }	<b>10'-4 1/4"</b>
Difference .....	<b>3'-5 1/4"</b>
Percentage as below.....	<b>21.312</b>
	<b>8.79</b>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) ..... ✓  
Allowance for Deck Erections ..... **8 3/4"**

	Length.	Length allowed.	Height.
Forecastle.....	<b>36.16</b>	<b>36.16</b>	<b>8.0</b>
Bridge House <sup>span</sup> .....	<b>35.58</b>	<b>17.79</b>	
† Raised Qr. Dk.....	<b>95.67</b>	<b>95.67</b>	<b>8.0</b>
Poop.....	<b>95.67</b>	<b>95.67</b>	<b>8.0</b>
Total .....	<b>162.41</b> = <b>372</b>	<b>149.62</b>	<b>= .333</b>
Length of Ship .....	<b>449.83</b>	<b>449.83</b>	
Corresponding percentage { (Para. 11, 12, 13, or 14) } <b>21.312.</b>			

Moulded Depth as measured..... **35'-6"**  
**Rule wood & less stringer** **- 3 1/4"**  
Addition for Keel below base line **35'-2 3/4"**  
for draught record..... inches. **10 in.**

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.....	<b>449.83</b>
Length in Table .....	<b>422.75</b>
Difference .....	<b>27.08</b>
Correction for 10ft., Table A. ....	<b>1.7</b> Table C. <b>.8</b>
× Difference divided by 10 .....	<b>4.608</b> (if required.) <b>2.17</b>
If 1/10ths length covered divide by 2	<b>+ 4 1/2"</b> <b>+ 2 1/4"</b>

CORRECTION FOR IRON DECK.	
Proportion covered, if less than 1/10ths length covered .....	<b>.333</b>
Thickness of usual wood deck, less stringer .....	<b>3 1/4"</b> <b>allowed in New. After reduced.</b>

CORRECTION FOR ROUND OF BEAM.	
Breadth at Gunwale amidships.....	<b>59.0</b>
Round of Beam .....	<b>14.75</b>
Normal round.....	<b>14.75</b>
Difference .....	<b>Nil ÷ 2 =</b>
Proportion of Deck uncovered (Para. 14) .....	<b>Nil.</b>

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

Freeboard, Table A .....	<b>9'-11 3/4"</b>
Correction for Sheer .....	<b>+ 7 1/2"</b>
Correction for Length .....	<b>10'-7 1/4"</b>
Allowance for Deck Erections .....	<b>+ 4 1/2"</b>
Correction for Round of Beam.....	<b>10'-11 3/4"</b>
Correction for fall in Sheer (if any).....	<b>- 8 3/4"</b>
Correction for Steel Deck (if required) .....	<b>10'-3"</b>
Additions for non-compliance with provisions of { Para. 11 (d) and (e) † }	✓
Other Corrections (if any) .....	✓

Winter Freeboard ..... **10'-3"**  
Summer Freeboard ..... **(6'-6 1/2") 6 1/4"** **9'-8 3/4"**  
Indian Summer Freeboard ..... **9'-2 1/2"**  
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 .....  
Summer " " " " .....  
Indian Summer " " " " .....  
N. A. Winter " " " " .....

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Table A~~, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ... <b>13" = 330 7</b>	Tropical Fresh Water Freeboard ... <b>8'-7 3/4" = 2635</b>
Fresh Water Line " " ... <b>6 1/2" = 165</b>	Fresh Water " " ... <b>9'-2 1/4" = 2800</b>
Tropical Line " " ... <b>6 1/2" = 165</b>	Tropical " " ... <b>9'-2 1/4" = 2800</b>
Winter Line below " " ... <b>6" = 152</b>	Winter " " ... <b>10'-2 3/4" = 3117</b>
Winter North Atlantic Line " " ... ✓	Winter North Atlantic " " ... ✓

Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle?

To what height do the Reverse Frames extend?

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

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck connected with the Bridge House?

Has the Bridge House an efficient Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

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

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted at each end of the Stiffeners?

Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

Has the Bridge House an efficient Iron Bulkhead at the after end?

How are the openings closed?

Is the Forecastle at least as high as the main or top-gallant rail?

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

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse?

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

Give thickness of plating; scantlings and spacing of Stiffeners

What is the height of the exposed Casings?

Are suitable means provided for closing all openings in them in bad weather?

Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of the Rules? Give particulars below:—

Position.									
Size.									
Height above top of DECK									
COAMING.									
Thickness	Sides								
	Ends								
SHIFTING BEAMS OR WEB PLATES.	Number								
	Section and Scantlings								
	Material								
* FORE AND AFTERS.	Number								
	Section and Scantlings								
	Material								
HATCHES Thickness									
Remarks									

\* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

(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.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake?

Strake between Main and Bridge Sheerstrakes?

Delete the words { The Crew are, are not, berthed in the bridge house.

that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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.

x

x

Freeing Ports

(each side of vessel)

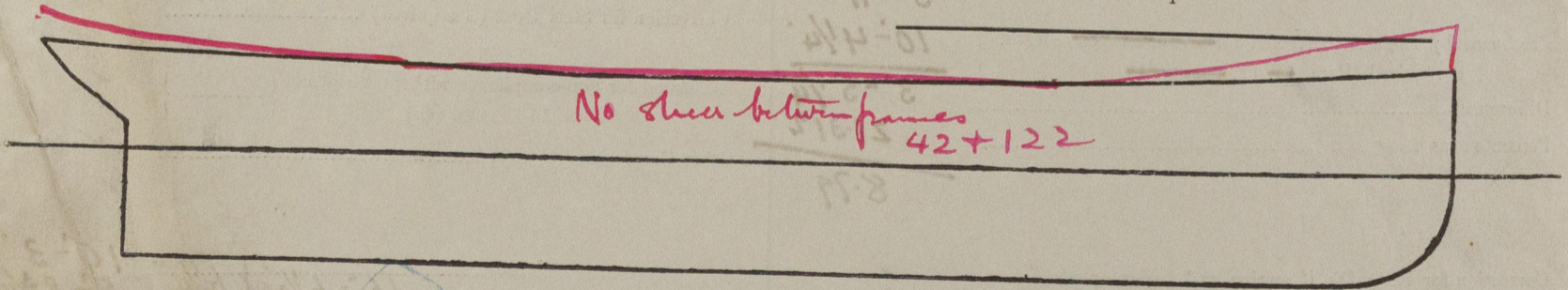
Sq. ft.

x

x

Total deficiency or excess =

Sq. ft.



Sheer over full length.				Forward frame 122			
Aft. A P	19.00	1	19.00	0	1	0	
	11.20	4	44.80	2.50	4	10.00	
	5.35	2	10.70	11.00	2	22.00	
frame 42	1.35	4	5.40	26.65	4	106.60	
	Nil	1	-	46.00	1	46.00	
			79.90			184.60	
			x 1/3 of 25.95 = 691			x 1/3 of 32.375 = 1992	1992

Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

5.964 x 3

= 17.892

State any special features in the construction of the Vessel

Builder's name and yard number

1/8 Aft

4.5 1 4.50

frame 122

0 1 0

Names of sister vessels

frame 42

0 1 0

1/8 for

3.20 4 12.80

Owners

Address

Fee £

Received by me

337.37

332.3

70.6

1402.9

1.194 x 3 = 3.58

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