

Lloyd's SURVEYS

of Shipping. FREEBOARD.

Index. No. 34576
(For London Office)Computation of Freeboard for Steamer, Tanker

having

Port of Survey

(Type of Superstructures.)

Date of Survey 16.10.32

Ship's Name

Nationality and Port of Official Number Gross Tonnage Date of Build

Name of Surveyor

Messrs. Harland Wolff
No 955 ship.Moulded Dimensions: Length 460 ✓ Breadth 66 ✓ Depth 36 ✓

Moulded displacement at moulded draught = 85 per cent. of moulded depth

tons

Coefficient of fineness for use with Tables under .68

Particulars of Classification

100M with freeboard (Contingent)

Depth for Freeboard (D)

Moulded depth 27.04Tringer plate04

Leathen on exposed deck

$$T \left(\frac{L-S}{L} \right) =$$

Depth for Freeboard (D) = 27.08

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R =

(b) Where D is less than Table depth (if allowed)

(Table depth - D) R =

$$\sqrt{(30.67 - 27.08) \times 3} = -10.77 \checkmark$$

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B)

$$\text{Standard Round of Beam} = \frac{B \times 12}{50} =$$

Ship's Round of Beam =

Difference

Restricted to

$$\text{Correction} = \frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

Standard Height of Superstructure 7.5'

" " R.Q.D.

Deduction for complete superstructure 42 ✓Percentage covered $\frac{S}{L} =$ " " $\frac{S_1}{L} =$ " " $\frac{E}{L} =$

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Line B.

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = 42 ✓

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
$\frac{1}{4}$ L from A.P.		4				4	
$\frac{2}{4}$ L "		2				2	
Amidships		4				4	
$\frac{3}{4}$ L from F.P.		2				2	
$\frac{1}{4}$ L "		4				4	
F.P.		1				1	
Total							

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 27.08 ✓Summer freeboard = 3.08 ✓Moulded draught (d) = 24.00 ✓

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches =

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\Delta}{40T}$ inches

=

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

+

-

10.77 ✓

42.00 ✓

0.50 ✓

-

-

-

-

53.27

- 53.27 ✓

Summer Freeboard = 36.93 ✓SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck: 3'-1" ✓

Tropical Fresh Water Line above Centre of Disc	
Fresh Water Line " "	
Tropical Line " "	
Winter Line below " "	
Winter North Atlantic Line " "	

Tropical Fresh Water Freeboard	
Fresh Water " "	
Tropical " "	
Winter " "	
Winter North Atlantic " "	