

Amended

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

## SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received \_\_\_\_\_  
 Index No. \_\_\_\_\_  
 Govt. Copy \_\_\_\_\_  
 Owners C11 \_\_\_\_\_

Ship's Name <i>Gurpinc CEDRIC</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>323.25</i> Breadth <i>54.0</i> Depth <i>27.0</i>					Date of Survey <i>28.8.56</i>
Freeboard Length					Surveyor's Signature
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing)					Particulars of Classification
Coefficient of fineness for use with Tables <i>91</i>					

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... <i>27.00</i> Stringer plate ... <i>03</i> Wood Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>27.03</i>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth $(D - \text{Table depth}) R = (27.03 - 21.51) 2.486 = +13.62'$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <i>54.0</i> Standard Round of Beam = $\frac{B \times 12}{50} = 12.96$ Ship's Round of Beam = <i>Nil</i> Difference <i>12.96</i> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S}{L} \right) = \frac{12.96}{4} = +3.24'$
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>i</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...						Standard Height of Superstructure
" overhang ...						" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure
" overhang ...						Percentage covered $\frac{S}{L} =$
Bridge enclosed ...						" " $\frac{S_i}{L} =$
" overhang aft ...						" " $\frac{E}{L} =$
" overhang forward ...						Percentage from Table, Line A.
F'cle enclosed ...						(corrected for absence of forecastle (if required))
" overhang ...						Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than .2L (if required)
Tonnage opening aft ...						Deduction = <i>Nil</i>
" " forward ...						
Total ...						

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>42.325</i>	1		<i>42.32</i>	<i>27.32</i>	<i>27.32</i>	1		<i>27.32</i>
$\frac{1}{4}$ L from A.P. ...	<i>18.835</i>	4		<i>75.34</i>	<i>12.25</i>	<i>12.25</i>	4		<i>53.00</i>
$\frac{1}{2}$ L " ...	<i>4.655</i>	2		<i>9.31</i>			2		
Amidships ...	0	4		0	0	0	4		0
$\frac{3}{4}$ L from F.P. ...	<i>9.31</i>	2		<i>18.62</i>			2		
$\frac{1}{4}$ L " ...	<i>37.67</i>	4		<i>150.68</i>			4		
F.P. ...	<i>84.65</i>	1		<i>84.65</i>	<i>35.4</i>	<i>35.4</i>	1		<i>35.40</i>
Total ...				<i>380.92</i>					<i>115.72</i>

Mean actual sheer aft =  
 Mean standard sheer aft = } *Deficient*

Mean actual sheer forward =  
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =  
 " " aft of " =

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{265.20}{18} \times .75 = +11.05'$   
 If limited on account of midship superstructure.

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

<b>Deduction for Tropical Freeboard.</b> Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <i>27.03</i> Summer freeboard = <i>14.85</i> Moulded draught (d) = <i>12.18</i> Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{4}$ inches = <i>3.04 = 3"</i> Addition for Winter North Atlantic Freeboard (if required) =	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40 T}$ inches = <i>3"</i>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient <i>91 + .68</i> <table border="1"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td><i>13.12</i></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td></td> </tr> <tr> <td>Sheer correction</td> <td><i>11.05</i></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td><i>3.24</i></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td><i>87.09</i></td> <td></td> </tr> <tr> <td><i>corrected with a summer moulded draught of 12'-2 1/8"</i></td> <td><i>115.00</i></td> <td></td> </tr> </tbody> </table> Summer Freeboard = <i>178.25</i>		+	-	Depth Correction	<i>13.12</i>		Deduction for superstructures			Sheer correction	<i>11.05</i>		Round of Beam correction	<i>3.24</i>		Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.	<i>87.09</i>		<i>corrected with a summer moulded draught of 12'-2 1/8"</i>	<i>115.00</i>	
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## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	<i>Not assigned</i>	Tropical Fresh Water Freeboard	<i>Not assigned</i>
Fresh Water Line	<i>3"</i>	Fresh Water	<i>14'-7 1/8"</i>
Tropical Line	<i>Not assigned</i>	Tropical	<i>Not assigned</i>
Winter Line	<i>3"</i>	Winter	<i>15'-1 1/4"</i>
Winter North Atlantic Line	<i>Not assigned</i>	Winter North Atlantic	<i>Not assigned</i>

