

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>S.S. Train Ser. "ANDREA DORIA"</i>	Official Number <i>GENOVA 2949</i>	Nationality and Port of Registry <i>Italian Genoa</i>	Gross Tonnage <i>29083</i>	Date of Build <i>December 1952</i>	Port of Survey <i>GENOA</i>
Moulded Dimensions: Length <i>626.64</i> Breadth <i>89.91</i> Depth <i>50.1</i>					Date of Survey <i>During construction</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>46050</i> tons					Surveyor's Signature <i>M. Micali</i>
Coefficient of fineness for use with Tables					Particulars of Classification <i>*100A1</i>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <i>50.100</i>	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B)
Stringer plate (<i>1.1%</i>) <i>.036</i>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck (<i>20%</i>) <i>.066</i>	If restricted by superstructures	Ship's Round of Beam = <i>0</i>
$T \left(\frac{L-S}{L} \right) =$		Difference
Depth for Freeboard (D) = <i>50.202</i>		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) =$

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 <i>and</i>	—	—			
„ <i>overhang aft</i>	—	—			
„ <i>overhang forward</i>	<i>592.0'</i>	—	<i>10'</i>		
F'cle enclosed	—	—			
<i>Bridge overhang aft of bridge</i>	<i>5.7'</i>	—	<i>10'</i>		
Trunk aft	—	—			
„ forward	—	—			
Tonnage opening aft	—	—			
„ „ forward	—	—			
Total	—	—			

Standard Height of Superstructure

„ „ R.Q.D.

Deduction for complete superstructure

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 =

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P.		1		<i>1499</i>		1	
$\frac{1}{4}L$ from A.P.		4		<i>643</i>		4	
$\frac{2}{8}L$ „		2		<i>154</i>		2	
Amidships		4		<i>0</i>		4	
$\frac{2}{8}L$ from F.P.		2		<i>445</i>		2	
$\frac{1}{4}L$ „		4		<i>1660</i>		4	
F.P.		1		<i>3652</i>		1	
Total							

Mean actual sheer aft
Mean standard sheer aft =

Mean actual sheer forward
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = $\frac{\text{Length}}{L}$

„ „ aft of „ =

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.

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p style="text-align: right;">Ft.</p> <p>Depth to Freeboard Deck =</p> <p>Summer freeboard =</p> <p>Moulded draught (d) =</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =</p> <p>Addition for Winter North Atlantic Freeboard (if required) =</p>	<p style="text-align: center;">Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$</p> <p>Tons per inch immersion at summer load water line</p> <p>T =</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches =</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-left: 20px;"> <thead> <tr> <th></th> <th style="width: 50px;">+</th> <th style="width: 50px;">-</th> </tr> </thead> <tbody> <tr><td>Depth Correction</td><td></td><td></td></tr> <tr><td>Deduction for superstructures</td><td></td><td></td></tr> <tr><td>Sheer correction</td><td></td><td></td></tr> <tr><td>Round of Beam correction</td><td></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></td><td></td></tr> </tbody> </table> <p style="text-align: right;">Summer Freeboard =</p>		+	-	Depth Correction			Deduction for superstructures			Sheer correction			Round of Beam correction			Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.		
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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	Tropical Fresh Water Freeboard
Fresh Water Line „ „	Fresh Water „ „
Tropical Line „ „	Tropical „ „
Winter Line below „ „	Winter „ „
Winter North Atlantic Line „ „	Winter North Atlantic „ „

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

Table with multiple columns and rows, containing faint handwritten text and numbers. The text is mostly illegible due to fading and bleed-through from the reverse side of the page.



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Trade of ship NORTH AMERICA

Names of sister ships ✓

Builder's name and yard number S/S "ANDREA DORIA" (ANSALDO'S YARD "918")

Owners "ITALIA" S.p.A. DI NAVIGAZIONE - GENOVA

Fee £ ✓



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Foundation