

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.  
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>S.S. Trin 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>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... .. <i>50.100</i> Stringer plate ( <i>1.1 1/2 in.</i> ) ... .. <i>.036</i> Sheathing on exposed deck ( <i>20%</i> ) <i>.066</i> $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>50.202</i>	<b>DEPTH CORRECTION.</b> (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 =  If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = <i>0</i> Difference Restricted to Correction = $\frac{\text{Diff}^\circ}{4} \times \left( 1 - \frac{S_1}{L} \right) =$
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DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Effective Length (E)
Poop enclosed ... ..	<i>—</i>	<i>—</i>		
" overhang ... ..	<i>—</i>	<i>—</i>		
R.Q.D. enclosed ... ..	<i>—</i>	<i>—</i>		
" overhang ... ..	<i>—</i>	<i>—</i>		
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</i> overhang <i>aft of bridge</i> ... ..	<i>5.7'</i>		<i>10'</i>	
Trunk aft ... ..	<i>—</i>	<i>—</i>		
" forward ... ..	<i>—</i>	<i>—</i>		
Tonnage opening aft ... ..	<i>—</i>	<i>—</i>		
" " forward ... ..	<i>—</i>	<i>—</i>		
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 M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..		1		<i>1499</i>		1	
$\frac{1}{8}$ L from A.P. ... ..		4		<i>643</i>		4	
$\frac{2}{8}$ L " ... ..		2		<i>154</i>		2	
Amidships ... ..		4		<i>0</i>		4	
$\frac{3}{8}$ L from F.P. ... ..		2		<i>445</i>		2	
$\frac{1}{8}$ L " ... ..		4		<i>1660</i>		4	
F.P. ... ..		1		<i>3652</i>		1	
Total ... ..							

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

If limited on account of midship superstructure.

Mean actual sheer aft  
Mean standard sheer aft =

Mean actual sheer forward  
Mean standard sheer forward =

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

" " aft of " =

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b>  Depth to Freeboard Deck = <i>—</i> Ft. Summer freeboard = <i>—</i> Moulded draught (d) = <i>—</i>  Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>—</i> Addition for Winter North Atlantic Freeboard (if required) = <i>—</i>	<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>—</i>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient <table><tr><th></th><th>+</th><th>-</th></tr><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></table> Summer Freeboard = <i>—</i>		+	-	Depth Correction			Deduction for superstructures			Sheer correction			Round of Beam correction			Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.		
	+	-																					
Depth Correction																							
Deduction for superstructures																							
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Correction for Thickness of Deck amidships																							
Other corrections, scantlings, etc.																							

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.

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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