

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

Index No. \_\_\_\_\_  
(For London Office only.)

Ship's Name <b>CAID ALLAL</b>	Official Number	Nationality and Port of Registry <b>FRENCH MOROCCAN CASABLANCA</b>	Gross Tonnage <b>1122</b>	Date of Build <b>1915</b>	Port of Survey
Moulded Dimensions: Length <b>240</b> Breadth <b>34-9</b> Depth <b>24'-6"</b>					Date of Survey <b>8.4.47</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <b>735 estimated.</b>					Particulars of Classification <b>Contemplated.</b>

<b>DEPTH FOR FREEBOARD (D).</b>	<b>DEPTH CORRECTION.</b>	<b>ROUND OF BEAM CORRECTION.</b>
Moulded depth ... .. <b>24.50</b>	(a) Where D is greater than Table depth $(D - \text{Table depth}) R = 1.846 \times 15.88 = +15.88"$	Moulded Breadth (B) <b>34.75</b>
Stringer plate ... .. <b>03</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 8.34$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = 25 \times \frac{69}{240} = 07$	If restricted by superstructures	Ship's Round of Beam = <b>8.50</b>
Depth for Freeboard (D) = <b>24.60</b>		Difference <b>.16</b>
		Restricted to
		Correction = $\frac{\text{Diff}^o}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.16}{4} = -.04"$

<b>DEDUCTION FOR SUPERSTRUCTURES.</b>					Standard Height of Superstructure <b>6.00</b>
Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	" " R.Q.D.
Poop enclosed ... ..					Deduction for complete superstructure <b>30.00</b>
" overhang ... ..					Percentage covered $\frac{S}{L} =$
R.Q.D. enclosed ... ..					" " $\frac{S_1}{L} =$
" overhang ... ..					" " $\frac{E}{L} =$
Bridge enclosed ... ..					Percentage from Table, Line A.
" overhang aft ... ..					(corrected for absence of forecastle (if required))
" overhang forward ... ..					Percentage from Table, Line B.
Roof enclosed ... ..					(corrected for absence of forecastle (if required))
" overhang ... ..					Interpolation for bridge less than .2L (if required)
Trunk aft ... ..					Deduction =
" forward ... ..					
Tonnage opening aft ... ..					
" " forward ... ..					
Total ... ..					

<b>SHEER CORRECTION.</b>								Mean actual sheer aft = <b>&lt; 1</b>		
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean standard sheer aft = <b>&lt; 1</b>
A.P. ... ..	<b>34.09</b>	1		<b>34.00</b>	<b>31.65</b>	<b>31.65</b>	1		<b>31.65</b>	Mean actual sheer forward = <b>&lt; 1</b>
$\frac{1}{2}$ L from A.P. ... ..	<b>15.73</b>	4		<b>60.52</b>	<b>12.36</b>	<b>12.36</b>	4		<b>49.44</b>	Mean standard sheer forward = <b>&lt; 1</b>
$\frac{3}{8}$ L " ... ..	<b>3.74</b>	2		<b>7.48</b>	<b>4.02</b>	<b>4.02</b>	2		<b>8.04</b>	Length of enclosed superstructure forward of amidships = <b>flush deck</b>
Amidships ... ..	-	4		-	-	-	4		-	" " aft of " = <b>flush deck</b>
$\frac{3}{8}$ L from F.P. ... ..	<b>7.48</b>	2		<b>14.96</b>	<b>6.22</b>	<b>6.22</b>	2		<b>12.44</b>	
$\frac{1}{2}$ L " ... ..	<b>30.16</b>	4		<b>121.04</b>	<b>23.46</b>	<b>23.46</b>	4		<b>93.84</b>	
F.P. ... ..	<b>68.00</b>	1		<b>68.00</b>	<b>78.90</b>	<b>78.90</b>	1		<b>78.90</b>	
Total ... ..				<b>306.00</b>					<b>274.31</b>	
Correction = $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{31.69 \times .75}{18} = +1.32"$										If limited to maximum allowance of 1½ ins. per 100 ft.
If limited on account of midship superstructure.										

<b>Deduction for Tropical Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = <b>24.53</b>	$\Delta =$	Depth Correction ... .. <b>15.88</b>
Summer freeboard = <b>7.67</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..
Moulded draught (d) = <b>16.86</b>	T =	Sheer correction ... .. <b>1.32</b>
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ... .. <b>.04</b>
Winter freeboard = $\frac{d}{4}$ inches = <b>4.22</b>	= <b>112 mfm</b>	Correction for Thickness of Deck amidships ... .. <b>.41</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>4.22 + 2.622 = 158</b>		Other corrections, scantlings, etc. ... .. <b>40.63</b>
		Summer Freeboard = <b>92.00</b>

<b>SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-</b>			
Tropical Fresh Water Line above Centre of Disc	<b>112 mfm.</b>	Tropical Fresh Water Freeboard	<b>222.5</b>
Fresh Water Line " "	<b>112 "</b>	Fresh Water " "	<b>222.5</b>
Tropical Line " "	<b>0 "</b>	Tropical " "	<b>233.7</b>
Winter Line below " "	<b>100 "</b>	Winter " "	<b>243.7</b>
Winter North Atlantic Line " "	<b>150 "</b>	Winter North Atlantic " "	<b>248.7</b>



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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.

Block coefficient . 696 at .85 of 17

$$\begin{array}{r} .85 - .85 \frac{17}{14.5} \\ .59 \\ \hline .26 \times 15 = .039 \\ \hline .696 \\ \hline .735 \\ \hline \end{array}$$

Trade of ship .....

Names of sister ships .....

Builder's name and yard number .....

Owners .....

Fee £.....:.....:



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