

For Scantling Purposes only

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Comyngham</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>324.7</i> Breadth <i>41.5</i> Depth <i>17.92</i>					Date of Survey <i>10.1.44</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>.68</i>					Particulars of Classification <i>100A1 with full keel</i>

<p>Depth for Freeboard (D).</p> <p>Moulded depth <i>17.92</i></p> <p>Keel plate <i>.04</i></p> <p>Allowance on exposed deck $\frac{S}{L}$ = _____</p> <p>Depth for Freeboard (D) = <i>17.96</i></p>	<p>Depth correction.</p> <p>(a) Where D is greater than Table depth (D-Table depth) R = _____</p> <p>(b) Where D is less than Table depth (if allowed) (Table depth-D) R = $(21.65-17.96) \times 2.498 = -9.22$</p> <p>If restricted by superstructures <i>3.69</i></p>	<p>Round of Beam correction.</p> <p>Moulded Breadth (B)</p> <p>Standard Round of Beam = $\frac{B \times 12}{50} =$ _____</p> <p>Ship's Round of Beam = _____</p> <p>Difference <i>assumed standard</i></p> <p>Restricted to _____</p> <p>Correction = $\frac{\text{Diff}^\circ}{4} \times (1 - \frac{S_1}{L}) =$ <i>Nil</i></p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Enclosed					
Overhang					
Enclosed					
Overhang					
Enclosed... ..					
Overhang aft					
Overhang forward					
Enclosed					
Overhang					
Aft					
Forward					
Large opening aft					
„ forward					
Total					

28.8'

Standard Height of Superstructure *6.747*

„ „ R.Q.D. _____

Deduction for complete superstructure *36.98* ✓

Percentage covered $\frac{S}{L} =$ _____

„ „ $\frac{S_1}{L} =$ *100*

„ „ $\frac{E}{L} =$ _____

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 = *-36.98* ✓

SHEER CORRECTION.

Position	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
... ..		1				1	
at A.P.		4				4	
„		2				2	
at F.P.		4				4	
„		2				2	
„		4				4	
„		1				1	
Total							

assumed standard

Mean actual sheer aft = _____

Mean standard sheer aft = _____

Mean actual sheer forward = _____

Mean standard sheer forward = _____

Length of enclosed superstructure forward of amidships = _____

„ „ aft of „ = _____

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = -1.25$ ✓

Limited on account of midship superstructure.

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

Correction for Tropical Freeboard.

Correction for Winter and Winter North Atlantic Freeboard.

Deduction for Fresh Water.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	-	9.22 ✓
Deduction for superstructures	-	36.98 ✓
Sheer correction	-	1.25 ✓
Round of Beam correction... ..	-	
Correction for Thickness of Deck amidships	-	
Other corrections, scantlings, etc.	-	
	-	47.45
		-47.45
Summer Freeboard =		2.17

49.62 ✓
49.62 ✓

Depth to Freeboard Deck = *17.96* Ft.

Summer freeboard = *.18*

Moulded draught (d) = *17.78* ✓

Displacement in salt water at summer load water line

Tons per inch immersion at summer load water line

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

Correction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = _____

Correction for Winter North Atlantic Freeboard (if required) = _____

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:— *2.17" = .18 feet*

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 „ „	

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