TIMBER.

Lloyd's Register of Shipping.

Index. No. _____ (For London Office only.)

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~

R.Q.D.; Bridge; Forecastle.

(Type of Superstructures.)

Port of Survey _____

Date ~~of Survey~~ 14-10-32

Name of Surveyor _____

Particulars of Classification 7100 A1

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
"FOLDA"	BRITISH LEITH	145981	1165	1920

Moulded Dimensions: Length 220' Breadth 34' Depth 16.5'

Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons

Coefficient of fineness for use with Tables .747

Depth for Freeboard (D)

Moulded depth	16.5
Stringer plate	.04
Sheathing on exposed deck $T\left(\frac{L-S}{L}\right)$ =	
Depth for Freeboard (D) =	16.54

Depth correction

(a) Where D is greater than Table depth (D—Table depth) R = 3.16

(b) Where D is less than Table depth (if allowed) (Table depth—D) R =

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B)

Standard Round of Beam = $\frac{B \times 12}{50}$ =

Ship's Round of Beam =

Difference

Restricted to

Correction = $\frac{\text{Diff}^{e}}{4} \times \left(1-\frac{S_1}{L}\right)$ = (+) .4

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					
„ overhang aft ...					
„ overhang forward					
Fcle enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft ...					
„ „ forward					
Total					

Standard Height of Superstructure _____

„ „ R.Q.D. _____

Deduction for complete superstructure 28.0

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

„ „ $\frac{S_1}{L}$ =

„ „ $\frac{E}{L}$ = 69.80

Percentage from Table, Line A. (corrected for absence of forecastle (if required)) TIMBER 81.38

Percentage from Table, Line B. (corrected for absence of forecastle (if required))

Interpolation for bridge less than ·2L (if required)

Deduction = .8138 × 28 = 22.79

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
$\frac{1}{6}$L from A.P. ...		4				4	
„ ...		2				2	
Amidships ...		4				4	
L from F.P. ...		2				2	
$\frac{1}{3}$L „ ...		4				4	
F.P.		1				1	
Total ...							

Correction = $\frac{\text{Difference between sums of products}}{18}\left(\cdot 75-\frac{S}{2L}\right)$ = (-) 1.60

If limited on account of midship superstructure.

$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}}$ =

$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}}$ =

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

„ „ aft of „ =

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

	Ft.
Depth to RAISED QR [redacted] Deck =	20.37
Summer freeboard =	4.39
Moulded draught (d) =	15.98

Deduction for Tropical freeboard [redacted] = $\frac{d}{4}$ inches = 4"

[redacted] tion for Winter [redacted] Freeboard [redacted] = 5.33 = 5¼"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ =

Tons per inch immersion at summer load water line

T =

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

= 4"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient 27.91

	+	−
Depth Correction	3.16	
Deduction for superstructures		22.79
Sheer correction		1.60
Round of Beam correction	.09	
Correction for RAISED QR [redacted] Deck amidships ...	46.00	
Other corrections, scantlings, etc.		
	49.25	24.39

(+) 24.86

Summer Freeboard =

TIMBER SUMMER FREEBOARD amidships from [redacted] top of Deck Line, RAISED QUARTER [redacted], Steel Deck :— 4'-4⅝"

TIMBER Tropical Fresh Water Line above Centre of Disc	...	1'-1¼"	Tropical Fresh Water Freeboard ... ... 3'-8¾"
„ Fresh Water Line	„ „	... 0'-9¼"	Fresh Water „ ... ... 4'-0¾"
„ Tropical Line	„ „	... 0'-9¼"	Tropical „ ... ... 4'-0¾"
„ Winter Line	below „	... NIL	Winter „ ... ... 4'-10"
„ Winter North Atlantic Line	„ „	...	Winter North Atlantic „ ... ... 5'-4"

„ SUMMER „ ABOVE

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