

Timber Cargo

Index. No. 29989
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker
Foucault Bridge and Raised Quarter Deck

Port of Survey _____

Date of Survey *4. 3. 32*

Name of Surveyor _____

Particulars of Classification *100 A1*

(Type of Superstructures.)

Ship's Name <i>Almania</i>	Nationality and Port of Registry <i>Swedish Stockholm</i>	Official Number <i>3529</i>	Gross Tonnage <i>628</i>	Date of Build <i>1899</i>
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Dimensions: Length *173.3* Breadth *29.0* Depth *13.33* tons

Displacement at moulded draught = 85 per cent. of moulded depth

Fineness for use with Tables *715*

Depth for Freeboard (D) <i>13.33</i> <i>04</i> Exposed deck) = Depth for Freeboard (D) = <i>13.37</i>	Depth correction (a) Where D is greater than Table depth (D - Table depth) R = <i>+ 2.43</i> (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 = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right)$ = <i>- .25</i>
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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 ...					

Standard Height of Superstructure *6.00'*
" " R.Q.D. *3.489'*
Deduction for complete superstructure *23.33*
Percentage covered $\frac{S}{L}$ =
" " $\frac{S_1}{L}$ = *73.34*
" " $\frac{E}{L}$ =
Percentage from Table, Line A. *Timber* *83.50*
(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 = *23.33 × .835 = 19.48*

SHEER CORRECTION.

	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
...		1				1	
...		4				4	
...		2				2	
...		4				4	
F.P. ...		2				2	
...		4				4	
...		1				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 =
" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = + .16$
If limited on account of midship superstructure.

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

Correction for Tropical Freeboard.
Correction for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *13.37*
Summer freeboard = *19*
Moulded draught (d) = *13.18*

Correction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *4.39*
Correction for Winter North Atlantic Freeboard (if required) =

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

TABULAR FREEBOARD corrected for Flush Deck (if required)
Correction for coefficient

	+	-
Depth Correction ...	<i>2.43</i>	
Deduction for superstructures ...		<i>19.48</i>
Sheer correction ...	<i>.16</i>	
Round of Beam correction ...		<i>.25</i>
Correction for Thickness of Deck amidships ...		
Other corrections, scantlings, etc. ...		
Summer Freeboard =	<i>2.59</i>	<i>19.73</i>
	<i>17.14</i>	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Wood, Steel, Deck*: — *2 ¼"*

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 " "

Difference from 1906

Summer — *5"*
Winter — *2"*

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