

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

10 JUN 1948

Ship's Name <b>"JACQUES-MARIE"</b> (EX. "HARALD.")	Official Number X	Nationality and Port of Registry <b>BELGIAN.</b> <b>ANTWERP.</b>	Gross Tonnage X	Date of Build <b>1921</b>	Port of Survey <b>ANTWERP.</b>
Moulded Dimensions: Length <b>65<sup>M</sup>, 530</b> Breadth <b>10<sup>M</sup>, 363</b> Depth <b>4<sup>M</sup>, 890 (UPPER D<sup>K</sup>)</b>					Date of Survey
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature <i>J. J. J.</i>
Coefficient of fineness for use with Tables <b>85 (assumed)</b>					Particulars of Classification <b>100 A 1</b> (CONTEMPLATED.)

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... <b>4<sup>M</sup>, 890</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>8.33 (4906 - 4369) / 16.548 = +74 in.</b>	Moulded Breadth (B) <b>10<sup>M</sup>, 363.</b>
Stringer plate ... <b>16<sup>M</sup>, 16</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>537</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{207}{50} = \mathbf{207}$
Sheathing on exposed deck <b>NONE.</b>		Ship's Round of Beam = <b>210<sup>M</sup>, 11</b>
$T \left( \frac{L-S}{L} \right) =$		Difference <b>+ 3</b>
Depth for Freeboard (D) = <b>4906</b>	If restricted by superstructures <b>✓</b>	Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{3}{4} \times 3005 = \mathbf{NIL}$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	5200	5 <sup>M</sup> , 20	2 <sup>M</sup> , 30		5200
„ overhang ...	NIL	NIL			
R.Q.D. enclosed ...	14820	14 <sup>M</sup> , 82	1 <sup>M</sup> , 60		14820
„ overhang ...	NIL	NIL			
Bridge enclosed ...	18240	18 <sup>M</sup> , 24	2 <sup>M</sup> , 130		17477
„ overhang aft ...	NIL	NIL			
„ overhang forward ...	230	0 <sup>M</sup> , 230			115
Fore enclosed <i>Equival.</i> ...	8224	8 <sup>M</sup> , 24	2 <sup>M</sup> , 270		8224
„ overhang ...	NIL	NIL			
Trunk aft ...	✓	✓	✓	✓	✓
„ forward ...	✓	✓	✓	✓	✓
Tonnage opening aft ...	✓	✓	✓	✓	✓
„ forward ...	✓	✓	✓	✓	✓
Total ...	46714	45.835			45.836

Standard Height of Superstructure **1830**

„ „ R.Q.D. **1148**

Deduction for complete superstructure **699.**

Percentage covered  $\frac{S}{L} = \frac{45.836}{64.95} = \mathbf{71.29}$

Percentage from Table, Line A. & B. **62.92**

(corrected for absence of fore-castle (if required))

Percentage from Table, Line B. **✓**

(corrected for absence of fore-castle (if required))

Interpolation for bridge less than 2L (if required) **✓**

Deduction = **699 × 62.92 = 440**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	800	1	800	1 <sup>M</sup> , 050	1050	1	1050		
$\frac{1}{6}$ L from A.P. ...	355	4	1420	0 <sup>M</sup> , 410	410	4	1640		
$\frac{2}{6}$ L „ ...	89	2	178	0 <sup>M</sup> , 050	50	2	100		
Amidships ...	—	4	—	NIL	—	4	—		
$\frac{2}{6}$ L from F.P. ...	178	2	356	0 <sup>M</sup> , 390	390	2	780		
$\frac{1}{6}$ L „ ...	711	4	2844	1 <sup>M</sup> , 110	1110	4	4440		
F.P. ...	1600	1	1600	2 <sup>M</sup> , 100	2100	1	2100		
Total ...		✓	7198				10110		

Mean actual sheer aft = **Excess.**

Mean standard sheer aft = **Excess.**

Mean actual sheer forward = **Excess.**

Mean standard sheer forward = **Excess.**

Length of enclosed superstructure forward of amidships = **0.839L**

„ „ aft of „ = **7.1L**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{2912}{18} \left( \frac{.75 - 3564}{2} \right) = \mathbf{-64}$

If limited on account of midship superstructure. **YES**  $\frac{1839}{2} \times 64 = \mathbf{-59}$

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. **✓**

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>4906</b> Summer freeboard = <b>310</b> Moulded draught (d) = <b>4596</b> Deduction for Tropical freeboard and addition for Winter freeboard = <b>96 in.</b> Addition for Winter North Atlantic Freeboard (if required) = <b>96 + 50 = 146 in.</b>	<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	<b>TABULAR FREEBOARD corrected for Flush Deck (if required)</b> Correction for coefficient $\frac{.85 + .68}{1.36} = \frac{1.53}{1.36}$ <table border="1"> <tr> <th></th><th>+</th><th>-</th></tr> <tr> <td>Depth Correction</td><td>74</td><td>—</td></tr> <tr> <td>Deduction for superstructures</td><td>—</td><td>440</td></tr> <tr> <td>Sheer correction</td><td>—</td><td>59</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> <tr> <td></td><td>74</td><td>499</td></tr> </table> Summer Freeboard = <b>310</b>		+	-	Depth Correction	74	—	Deduction for superstructures	—	440	Sheer correction	—	59	Round of Beam correction	—	—	Correction for Thickness of Deck amidships	—	—	Other corrections, scantlings, etc.	—	—		74	499
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## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	200
Fresh Water Line	100
Tropical Line	100
Winter Line below	100
Winter North Atlantic Line	150

Tropical Fresh Water Freeboard	110
Fresh Water	210
Tropical	210
Winter	410
Winter North Atlantic	460



Jacques-Marie.

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.

Forecastle Length :- 8.500 ✓

Reuss  $\frac{700 \times 3.124}{8.530} = \frac{256}{8.244} = \text{equivalent}$  ✓

$$\begin{array}{r} 3353 - \\ 2896 - \\ \hline 2 \overline{) 6249} - \\ 3124 \checkmark \end{array}$$

bridge

$\frac{S}{18.240} \times 95.810\% = \frac{S}{17.477} \checkmark$

Deck 5.200

h.p.d. 14.820

bridge 18.240

$\frac{38.260}{65.53} = 58.38\%$

Factor for bridge = 95.81%

Trade of ship ✓

Names of sister ships ✓

Builder's name and yard number Schiffw. (V. J & Sch.) A.G. Hamburg.

Owners Soc. commerciale Antoine Vlocherghs. Antwerpen.

Rm

Fee £ will be charged with class. fee.



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