

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD-STEAMERS.

 Port of Survey \_\_\_\_\_  
 Date of Survey \_\_\_\_\_  
 Name of Surveyor \_\_\_\_\_

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>Yalune</i>	<i>Hotan</i>	<i>153895</i>	<i>about 2800</i>	<i>1930</i>	<i>+ 100 A1</i>
Number in Register Book	<i>British</i>				

Moulded dimensions *315* × *45.25* × *22.25*Moulded displacement at a moulded draught of 85 per cent. of moulded depth *5490*Coefficient of fineness for use with tables *.713*

## DEPTH FOR FREEBOARD.

Moulded depth ... .. *22.25*Stringer plate *mean thickness* ... .. *.04*Sheathing in wells  $T \left( \frac{L-S}{L} \right) = \frac{2.5 \times 3174}{12}$  ... .. *.07*
 $\text{at marking} = 22.3 \frac{1}{2}$   
 $\text{str} = 22.4 \frac{1}{4}$   
 Depth *D* = ... *22.36*  
*= 22.4 1/4*

## CORRECTION FOR LENGTH.

 (a) When *D* is greater than  $\frac{L}{15}$   
 $\left( D - \frac{L}{15} \right) \times R = (22.36 - 21.00) \times 2.423 = + 3.30$ 

 (b) When *D* is less than  $\frac{L}{15}$  (if allowed).  
 $\left( \frac{L}{15} - D \right) \times R = \dots \dots \dots$   
 If restricted by height of superstructures ... ..

## SUPERSTRUCTURES.

Standard height *6.65*

	Mean Covered Length S.	Equivalent Enclosed Length S <sub>1</sub> .	Height.	Correction for Height.	Effective Length.
Poop enclosed ... ..	<i>13.54</i>	<i>13.54</i>	<i>8.5</i>		
„ overhang ... ..	<i>3.17</i>	<i>1.59</i>			<i>15.13</i>
R.Q.D. enclosed ... ..					
„ overhang ... ..					
Bridge enclosed ... ..	<i>141.17</i>	<i>141.17</i>	<i>8.5</i>		
„ overhang aft ... ..	<i>2.83</i>	<i>2.12</i>			<i>143.29</i>
„ overhang forward ... ..					
F'cle enclosed ... ..	<i>50.29</i>	<i>50.29</i>	<i>7.5</i>		
„ overhang ... ..					<i>50.29</i>
Trunks forward ... ..					
„ aft ... ..					
Tonnage opening ... ..	<i>4.00</i>	<i>3.15</i>			<i>3.15</i>

TOTAL = *215.00* *211.86* *211.86*Length of ship (*L*) = *315.00* *315.00* *315.00*% Covered ... .. = *68.26* *67.26%* *67.26%*Corresponding %, corrected for absence of fore-castle if required } *A* = *B* = *58.34* Correction for Bridge less than  $\frac{1}{2}L$  if required }Allowance ... .. = *36.33* × *.5834* = *-21.19*

## SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<i>42.00</i>	<i>41.50</i>	<i>42.00</i>	<i>1</i>	<i>42.00</i>
2	<i>23.00</i>		<i>23.00</i>	<i>4</i>	<i>92.00</i>
3			<i>10.22</i>	<i>2</i>	<i>20.44</i>
4			<i>2.56</i>	<i>4</i>	<i>10.24</i>
5			<i>0.00</i>	<i>2</i>	<i>0.00</i>
6	<i>46.25</i>		<i>20.56</i>	<i>2</i>	<i>41.12</i>
F.P. 7	<i>84.00</i>	<i>83.00</i>	<i>84.00</i>	<i>4</i>	<i>336.00</i>

If excess sheer forward and deficient sheer aft:—

Actual sheer aft = *Deficient (see over)*Actual sheer forward = *Deficient*

Length of enclosed superstructure

*L*

Forward of amidships =

Aft of amidships =

 Mean effective sheer ... .. = *20.64*  
 Standard sheer  $.05L + 5$  = *20.75*  
 Difference (*Df*) ... .. = *.11*  
 Allowance =  $Df \times \left( \frac{75 - \frac{S}{L}}{2} \right) = .11 \times .409 = + .05$   
 If limited on account of amidship superstructure ... .. =  
 If limited on account of excess sheer ( $1\frac{1}{2}$  in. per 100 ft.) ... .. =

## ROUND OF BEAM.

Standard ... ..	<i>10.86</i>
Ship ... ..	<i>11.00</i>
Difference ... ..	<i>.14</i>
Restricted to ... ..	
Allowance = $\frac{\text{Difference}}{4} \times \left( 1 - \frac{S}{L} \right) = .035 \times .33 = -.01$	

*22.36*  
*2.54*  
*4 19.82*  
*4.96*
*30.45*  
*4.96*  
*35.41*

## TABULAR FREEBOARD (corrected for flush deck if required)=

Corrected for Coefficient *.713*  $\frac{+ .68}{1.36} = 1.024 \times 47.15 =$ 
 Correction for Length ... .. *3.30*  
 „ Superstructures ... .. *21.19*  
 „ Sheer ... .. *.05*  
 „ Round of beam ... .. *.01*  
 „ Thickness of deck ... ..  
 „ Scantlings, etc. ... ..  
 „ Statutory deck line ... ..

 Summer Freeboard = *30.45*  
*47.15*  
*48.30*  
*- 17.85*

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—

 Fresh Water Line above centre of Disc ... ..  
 Indian Summer Line „ „ „ ... ..  
 Winter Line below „ „ „ ... ..  
 Winter North Atlantic Line „ „ „ ... ..

*1906 file*  
*2' 7 3/4*  
*2' 11 1/4*

Difference {

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100	330.68	330.68
100	16 x 20.75	332.00