

Lloyd's Register of Shipping. SURVEYS FOR FREEBOARD. (COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name TABLE ENTERPRISE	Official Number 147639	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 943	Date of Build 1924-5.	Port of Survey RIO DE JANEIRO.
Moulded Dimensions: Length 190'-0" Breadth 30'-0" Depth 21'-4"					Date of Survey MAY 1932.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 2220. tons					Surveyor's Signature H.E. INMAN.
Coefficient of fineness for use with Tables .752					Particulars of Classification 100 A1 WITH FREEBOARD.

Depth for Freeboard (D).		Depth correction.		Round of Beam correction.	
Moulded depth	21.33	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	30.0
Stringer plate	.34	(21.51-12.67) 1.461 =	12.91	Standard Round of Beam = $\frac{B \times 12}{50}$	7.2
Sheathing on exposed deck $\frac{2 1}{4}$.15	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	7.5
$T \left(\frac{L-S}{L} \right) = 19 \times .7899$		If restricted by superstructures		Difference	.3
Depth for Freeboard (D) =	21.51			Restricted to	
				Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{.3}{4} \times .7951 = .06$

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... $\frac{29}{100}$...	36.37	36.37	7.0	36.37
" overhang aft ...	3.13	2.35		2.35
" overhang forward	.42	.21		.21
Fore enclosed ...				
" overhang ...				
Trunk aft ...				
" forward ...				
Tonnage opening aft ...				
" " forward				
Total ...	39.92	38.93		38.93

Standard Height of Superstructure **6'**
R.Q.D.
Deduction for complete superstructure **25.0**
Percentage covered $\frac{S}{L} = 21.01$
 $\frac{S_1}{L} = 20.49$
 $\frac{E}{L} = 20.49$
Percentage from Table, Line A.
(corrected for absence of forecastle (if required))
Percentage from Table, Line B.
(corrected for absence of forecastle (if required)) **8.01**
Interpolation for bridge less than 2L (if required)
Deduction = $8.01\% \times 25 = 2.00$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	29.00	1	29.00	32.50	29.00	1	29.00	29.00	
$\frac{1}{4}$ L from A.P. ...	12.90	4	51.60	14.22	12.90	4	51.60	51.60	
$\frac{2}{4}$ L " ...	3.19	2	6.38	3.55	3.19	2	6.38	6.38	
Amidships ...	0.00	4	0.00	0.00	0.00	4	0.00	0.00	
$\frac{2}{4}$ L from F.P. ...	6.38	2	12.76	4.54	4.54	2	9.08	9.08	
$\frac{1}{4}$ L " ...	25.81	4	103.24	18.17	18.17	4	72.68	72.68	
F.P. ...	58.00	1	58.00	42.00	42.00	1	42.00	42.00	
Total ...		18	260.98			18	210.74		

Mean actual sheer aft = **EXCESS**
Mean standard sheer aft
Mean actual sheer forward = **DEFICIENT.**
Mean standard sheer forward
Length of enclosed superstructure forward of amidships =
L
aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75-S}{2L} \right) = \frac{50.24}{18} \left(\frac{.75-.1050}{2} \right) = +1.80$
If limited on account of midship superstructure. If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 1600$ Tons per inch immersion at summer load water line $T = 11.14$ Deduction = $\frac{\Delta}{40T}$ inches $= 3.6 \times 3\frac{1}{2}$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{752 \times 68}{1.36}$
Depth to Freeboard Deck = 21.55 Summer freeboard = 7.44 Moulded draught (d) = 14.11		
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 3.53 $3\frac{1}{2}$ Addition for Winter North Atlantic Freeboard (if required) = 2		

+	-
Depth Correction ...	12.91
Deduction for superstructures ...	2.00
Sheer correction ...	1.80
Round of Beam correction06
Correction for Thickness of Deck amidships48
Other corrections, scantlings, etc. ...	53.58
Summer Freeboard =	89.25

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, **Steel**, Deck :-

Tropical Fresh Water Line above Centre of Disc ...	7 ...	Tropical Fresh Water Freeboard ...	6'-10 1/4"
Fresh Water Line " " ...	3 1/2 ...	Fresh Water " " ...	7'-1 3/4"
Tropical Line " " ...	3 1/2 ...	Tropical " " ...	7'-1 3/4"
Winter Line below " " ...	3 1/2 ...	Winter " " ...	7'-8 3/4"
Winter North Atlantic Line " " ...	5 1/2 ...	Winter North Atlantic " " ...	7'-10 3/4"

Enterprise

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.

BRIDGE $\frac{4.16 \times 10.5}{30}$ $\frac{1.45}{34.92}$
36.37 EQUIV.

TOTAL LENGTH
OVERHANG $\frac{39'-11''}{5}$ $\frac{39.5}{36.37}$
39.6 3.13 OVERHANG AFT.

Trade of ship

Names of sister ships

Builder name and yard number

A. J. Inglis Ltd. Glasgow.

Owner

WESTERN TELEGRAPH CO. LTD.

Rs. 750 \$220



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Foundation