

draught as a standard C.S.S. vessel.

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

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker having <i>C.S.S.</i>					Port of Survey _____
(Type of Superstructures.)					Date of Survey <i>8-10-35</i>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Name of Surveyor _____
Moulded Dimensions: Length <i>410.0</i> Breadth <i>57.0</i> Depth <i>Σ 41.58</i> <i>33.58 assumed</i>					Particulars of Classification <i>+100M</i> <i>Shelter Deck with ftd.</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					
Coefficient of fineness for use with Tables <i>.70</i>					

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <i>33.58</i>	(a) Where D is greater than Table depth (D-Table depth) R = <i>(33.62 - 27.33) 3 = +18.87</i> <i>6.29</i>	Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam <i>Standard</i>
Stringer plate <i>.04</i>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <i>✓</i>	Difference
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <i>✓</i>	Restricted to
Depth for Freeboard (D) = <i>33.62</i>		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>Nil</i>

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					
Forecastle enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft					
„ „ forward					
Total					

C.S.S.

Standard Height of Superstructure *7.5*

„ „ R.Q.D. *42*

Deduction for complete superstructure *42*

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

„ „ $\frac{S_1}{L} =$ *100.00*

„ „ $\frac{E}{L} =$

Percentage from Table, Line A. *100.00*
(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 = *-42*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
$\frac{1}{8}$ L from A.P.		4				4	
$\frac{2}{8}$ L „		2				2	
Amidships		4				4	
$\frac{2}{8}$ L from F.P.		2				2	
$\frac{1}{8}$ L „		4				4	
F.P.		1				1	
Total							

Standard

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

„ „ aft of „ =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ *-.50*

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. Depth to Freeboard Deck = <i>33.62</i> Summer freeboard = <i>4.34</i> Moulded draught (d) = <i>29.28</i> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 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 $\frac{.70 + .68}{1.36} = \frac{1.38}{1.36}$ <table border="1"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr><td>Depth Correction</td><td><i>18.87</i></td><td><i>42.00</i></td></tr> <tr><td>Deduction for superstructures</td><td><i>-</i></td><td><i>0.50</i></td></tr> <tr><td>Sheer correction</td><td><i>-</i></td><td><i>-</i></td></tr> <tr><td>Round of Beam correction</td><td><i>-</i></td><td><i>-</i></td></tr> <tr><td>Correction for Thickness of Deck amidships</td><td><i>-</i></td><td><i>-</i></td></tr> <tr><td>Other corrections, scantlings, etc.</td><td><i>-</i></td><td><i>-</i></td></tr> <tr><td>Summer Freeboard</td><td><i>52.07</i></td><td><i>74.80</i></td></tr> </tbody> </table>		+	-	Depth Correction	<i>18.87</i>	<i>42.00</i>	Deduction for superstructures	<i>-</i>	<i>0.50</i>	Sheer correction	<i>-</i>	<i>-</i>	Round of Beam correction	<i>-</i>	<i>-</i>	Correction for Thickness of Deck amidships	<i>-</i>	<i>-</i>	Other corrections, scantlings, etc.	<i>-</i>	<i>-</i>	Summer Freeboard	<i>52.07</i>	<i>74.80</i>
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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	Tropical Fresh Water Freeboard
Fresh Water Line „ „	Fresh Water „ „
Tropical Line „ „	Tropical „ „
Winter Line below „ „	Winter „ „
Winter North Atlantic Line „ „	Winter North Atlantic „ „

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