Rpt. C.11.

C.S.

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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having .....

(Type of Superstructures.)

Port of Survey .....

Date of Survey .....

Name of Surveyor .....

Particulars of Classification .....

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
ALAWATI & SALEIER				

Moulded Dimensions: Length 419 75' Breadth 54.5' Depth 28

Moulded displacement at moulded draught = 85 per cent. of moulded depth 11718 tons

Coefficient of fineness for use with Tables .753

Depth for Freeboard (D)

Moulded depth	28.0	
Stringer plate		.04
Sheathing on exposed deck $T\left(\frac{L-S}{L}\right)$ =		
Depth for Freeboard (D) =	28.04	

Depth correction

(a) Where D is greater than Table depth (D—Table depth) R =

$(28.04 - 27.98)\,3 = .06 \times 3 = +.18$

(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 = $\frac{\text{Diff}^{e}}{4} \times \left(1 - \frac{S_1}{L}\right)$ = Rule

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					
F'cle enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft ...					
„ „ forward					
Total					

Standard Height of Superstructure .....

„ „ R.Q.D. .....

Deduction for complete superstructure 42.00.

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

„ „ $\frac{S_1}{L}$ =

„ „ $\frac{E}{L}$ = 100%.

Percentage from Table, Line A. 100%
(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 = − 42.00

SHEER CORRECTION.

Rule height − Actual = Rule

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
$\frac{1}{6}$L from A.P. ...		4				4	
$\frac{2}{6}$L „ ...		2				2	
Amidships ...		4				4	
$\frac{2}{6}$L from F.P. ...		2				2	
$\frac{1}{6}$L „ ...		4				4	
F.P.		1				1	
Total ...							

Mean actual sheer aft / Mean standard sheer aft =

Mean actual sheer forward / Mean standard sheer forward =

Length of enclosed superstructure / L forward of amidships =

„ „ aft of „ =

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

Standard

If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

		Ft.
Depth to Freeboard Deck	=	28.04
Summer freeboard	=	3.42
Moulded draught (d)	=	24.62

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

Δ =

Tons per inch immersion at summer load water line

T =

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

=

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{\cdot 772 + \cdot 68}{1.36} = \frac{1.452}{1.36}$

	+	−
Depth Correction	.18	
Deduction for superstructures		42.0
Sheer correction		
Round of Beam correction		
Correction for Thickness of Deck amidships ...		
Other corrections, scantlings, etc.		
	.18	42.0

77.72

62.98

− 41.92

Summer Freeboard = 41.06

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

27.12
24.62
2.50 × 62.5% = 1.562

21 DEC 1932

Tropical Fresh Water Line above	Centre of Disc	... ...	Tropical Fresh Water Freeboard	... ...	8 - 0
Fresh Water Line	„ „	... ...	Fresh Water „	... ...	11 - 5
Tropical Line	„ „	... ...	Tropical „	... ...	2 - 5
Winter Line	below „	... ...	Winter „	... ...	1 - 3
Winter North Atlantic Line	„ „	... ...	Winter North Atlantic „	... ...	

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