

REC'D NEW YORK JAN 29 1960

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER.~~)

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

Ship's Name <b>S.S. "JONANCY"</b>	Official Number <b>376</b>	Nationality and Port of Registry <b>Liberian Monrovia</b>	Gross Tonnage <b>3289 3296</b>	Date of Build <b>1915-12</b>	Port of Survey <b>Philadelphia, Pa.</b>
Moulded Dimensions: Length <b>319</b> ✓ Breadth <b>49.25</b> ✓ Depth <b>27.5</b> ✓					Date of Survey <b>Dec. 30, 1959. Jan. 11, 1960.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth: _____ tons					Surveyor's Signature <b>W.D. Wardle</b>
Coefficient of fineness for use with Tables <b>.781</b> ✓					Particulars of Classification <b>#100A1</b>

<b>Depth for Freeboard (D).</b>	<b>Depth correction.</b>	<b>Round of Beam correction.</b>
Moulded depth ... .. <b>27.50</b>	(a) Where D is greater than Table depth (D—Table depth) R= <b>(27.55 - 21.27) 2.454 = 15.41" ✓</b> <b>6.28</b>	Moulded Breadth (B) <b>49.25</b> ✓
Stringer plate ... .. <b>.05</b>	(b) Where D is less than Table depth (if allowed) (Table depth—D) R=	Standard Round of Beam = $\frac{B \times 12}{50}$ = <b>11.82</b> ✓
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <b>12.50</b>
Depth for Freeboard (D) = <b>27.55</b>		Difference = <b>.68</b> ✓
		Restricted to
		Correction = $\frac{\text{Diff.}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.68}{4} \times .5964 = -.10$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	<b>78.75</b> ✓	<b>78.75</b> ✓	<b>7.5</b>	<b>-</b>	<b>78.75</b> ✓
" overhang ... ..	<b>2.50</b> ✓	<b>1.25</b> ✓			<b>1.25</b> ✓
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed ... ..	<b>17.50</b> ✓	<b>17.50</b> ✓	<b>9.5</b>	<b>-</b>	<b>17.50</b> ✓
" overhang aft ... ..					
" overhang forward ... ..					
F'cle enclosed ... ..	<b>31.25</b> ✓	<b>31.25</b> ✓	<b>8.0</b>	<b>-</b>	<b>31.25</b> ✓
" overhang ... ..					
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" " forward ... ..					
Total ... ..	<b>130.00</b>	<b>128.75</b>			<b>128.75</b>

Standard Height of Superstructure **6.69'** ✓  
" " R.Q.D. **-** ✓  
Deduction for complete superstructure **36.6"** ✓  
Percentage covered  $\frac{S}{L} =$  **.4075** ✓  
" "  $\frac{S_1}{L} =$  **.4036** ✓  
" "  $\frac{E}{L} =$  **.4036** ✓  
Percentage from Table, Line A. **23.8**  
(corrected for absence of forecastle (if required))  
Percentage from Table, Line B. **24.9**  
(corrected for absence of forecastle (if required)) **27.8**  
Interpolation for bridge less than .2L (if required) **.055**  
Deduction = **36.6 x .249 = -9.114** ✓

### SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..	<b>41.90</b> ✓	<b>1</b>	<b>41.90</b>	<b>21.50</b>	<b>21.50</b>	<b>1</b>	<b>21.50</b>
%L from A.P. ... ..	<b>18.65</b>	<b>4</b>	<b>74.58</b>	<b>2.00</b>	<b>2.00</b>	<b>4</b>	<b>8.00</b>
%L " ... ..	<b>4.61</b>	<b>2</b>	<b>9.22</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>
Amidships ... ..	<b>-</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>
%L from F.P. ... ..	<b>9.20</b>	<b>2</b>	<b>18.40</b>	<b>-</b>	<b>-</b>	<b>2</b>	<b>-</b>
%L " ... ..	<b>37.29</b>	<b>4</b>	<b>149.16</b>	<b>10.50</b>	<b>10.50</b>	<b>4</b>	<b>42.00</b>
F.P. ... ..	<b>83.80</b>	<b>1</b>	<b>83.80</b>	<b>58.50</b>	<b>58.50</b>	<b>1</b>	<b>58.50</b>
Total ... ..			<b>377.10</b>				<b>130.00</b> ✓

Mean actual sheer aft =  
Mean standard sheer aft = **Deficient** ✓  
Mean actual sheer forward =  
Mean standard sheer forward =  
Length of enclosed superstructure forward of amidships = **-**  
" " aft of " = **-**  
Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{247.1}{18} \left( .75 - \frac{.2038}{2} \right) = +7.478$   
If limited on account of midship superstructure. **.5462** ✓  
If limited to maximum allowance of 1½ ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Ft. Depth to Freeboard Deck = <b>27.55</b> ✓ Summer freeboard = <b>5.35</b> ✓ Moulded draught (d) = <b>22.20</b> ✓ Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>5.55</b> ✓ Addition for Winter North Atlantic Freeboard (if required) = <b>2" .0"</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 = $\frac{\Delta}{40T}$ inches =	<b>TABULAR FREEBOARD corrected for Flush Deck (if required)</b> Correction for coefficient: $\frac{.781 + .68}{1.36} = 1.074$ <b>48.15</b> ✓ <b>51.73</b> ✓ Depth Correction ... .. <b>15.41</b> ✓ Deduction for superstructures ... .. <b>9.11</b> ✓ Sheer correction ... .. <b>7.48</b> ✓ Round of Beam correction ... .. <b>0.10</b> ✓ Correction for Thickness of Deck amidships ... .. <b>-</b> ✓ Other corrections, scantlings, etc. to correspond with a fbd. of 5'-4½" previously assigned. <b>-91 1.25</b> ✓ <b>22.89 10.46 12.43</b> ✓ Summer Freeboard = <b>64.16</b> ✓
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**SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Weld~~ Steel, Deck:—**

<b>1906 freeboard re-assigned</b>	Tropical Fresh Water Line above Centre of Disc ... <b>11"</b> ✓	Tropical Fresh Water Freeboard <b>4' - 5½"</b> ✓
	Fresh Water Line " " ... <b>5½"</b> ✓	Fresh Water " <b>4' - 10.3/4"</b> ✓
	Tropical Line " " ... <b>5½"</b> ✓	Tropical " <b>4' - 10.3/4"</b> ✓
	Winter Line below " " ... <b>5½"</b> ✓	Winter " <b>5' - 9.3/4"</b> ✓
	Winter North Atlantic Line " " ... <b>7½"</b> ✓	Winter North Atlantic " <b>5' - 11.3/4"</b> ✓