

FOR SCANTLING PURPOSES ONLY.

Index. No. 35577
(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name Nakskov. No 91.	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length 485. Breadth 65.75 Depth 36.25.					Date of Survey 16th Feb. '38.
Moulded displacement at moulded draught = 85 per cent. of moulded depth tons					Surveyor's Signature
Coefficient of fineness for use with Tables .78 <i>assumed</i>					Particulars of Classification

Depth for Freeboard (D). Moulded depth ... 36.25 Stringer plate ... 19m/m06 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 36.31	Depth correction. (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(36.31 - 32.33) 3.00 + 11.94$ 3.98 (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ If restricted by superstructures <input checked="" type="checkbox"/>	Round of Beam correction. Moulded Breadth (B) 65.75 Standard Round of Beam = $\frac{B \times 12}{50} =$ 15.78 Ship's Round of Beam = 15.75 Difference Restricted to Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) =$ ✓ Nil
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	Standard Height of Superstructure	R.Q.D.
Poop enclosed ...	104.74	104.74	7.5	✓	104.74	7.50	
„ overhang ...							
R.Q.D. enclosed ...							
„ overhang ...							
Bridge enclosed ...	43.85	43.85	7.5	✓	43.85	42.0	
„ overhang aft ...							
„ overhang forward ...							
F'cle enclosed ...	58.39	58.39	7.5	✓	58.39		
„ overhang ...							
Trunk aft ...							
„ forward ...							
Tonnage opening aft ...							
„ „ forward ...							
Total ...	206.98	206.98			206.98		

Percentage covered $\frac{S}{L} =$	42.68
„ „ $\frac{S_1}{L} =$	42.68
„ „ $\frac{E}{L} =$	42.68
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	25.77
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	29.77
Interpolation for bridge less than .2L (if required)	27.58
Deduction = $42.00 \times 27.58 =$	11.58

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	58.50	1		58.50	63.00	58.50	1		58.50
$\frac{1}{4}L$ from A.P. ...	26.03	4		104.12	24.00	26.03	4		104.12
$\frac{2}{4}L$ „ ...	6.44	2		12.88	7.00	6.44	2		12.88
Amidships ...	-	4		-	-	-	4		-
$\frac{3}{4}L$ from F.P. ...	12.88	2		25.76	9.00	12.88	2		25.76
$\frac{1}{4}L$ „ ...	52.06	4		208.24	50.00	52.06	4		208.00
F.P. ...	117.00	1		117.00	119.00	117.00	1		117.00
Total ...				526.50					512.50

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{14}{18} \left(\frac{.75 - 2134}{5366} \right) = .42$

If limited on account of midship superstructure. **✓**

Mean actual sheer aft = **Excess**
 Mean standard sheer aft = **Excess**

Mean actual sheer forward = **Deficiency**
 Mean standard sheer forward = **Deficiency**

Length of enclosed superstructure forward of amidships = $\frac{9.2}{485} = .0396$
 „ „ aft of „ = **Nil.**

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 36.31 Summer freeboard = 8.81 Moulded draught (d) = 27.50 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 $\frac{.78 + .68}{1.36} = \frac{1.46}{1.36}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ...</td> <td>11.94</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures ...</td> <td>-</td> <td>11.58</td> </tr> <tr> <td>Sheer correction ...</td> <td>42</td> <td>-</td> </tr> <tr> <td>Round of Beam correction ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Summer Freeboard</td> <td>105.78</td> <td></td> </tr> </table>		+	-	Depth Correction ...	11.94	-	Deduction for superstructures ...	-	11.58	Sheer correction ...	42	-	Round of Beam correction ...	-	-	Correction for Thickness of Deck amidships ...	-	-	Other corrections, scantlings, etc. ...	-	-	Summer Freeboard	105.78	
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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 ...	...
Fresh Water Line „ „ ...	...
Tropical Line „ „ ...	...
Winter Line below „ „ ...	...
Winter North Atlantic Line „ „ ...	...

Tropical Fresh Water Freeboard ...	...
Fresh Water „ „ ...	...
Tropical „ „ ...	...
Winter „ „ ...	...
Winter North Atlantic „ „ ...	...

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.

Peep. Front Equis 12 3 1 12 3 -
 12 0 4 48 0 -
 10 5 2 21 0 -
 7 2 4 28 8 -
 0 1 0

12) 110.1 -
 9.18 -

1-12 11x610 = 6710 m²
 12-41 29x760 =
 41 to cutting line
 AP 1 280 m²

22.02 -
 72.32

.30 -
 .92 -
104.74 -

Bridge 118-139 11x680 -
 $-\frac{1}{3} \times 7 = 2.33$
 $-\frac{1}{3} \times 2 = .67$

3 -
43.85 -

Focle. 190-205 15x680 -
 = 10200

205-217 = 12x610 = 7320
 17520 -

59.47 -

205 to FS 280 m²

.92 -
58.39 -

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £



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 Foundation