

AMENDED

See Glasgow Rpt. No 81411

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received

Index No.

Govt. Copy

Owners C11

Ship's Name GUINNESS	Official Number 162577	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 1151	Date of Build 1931-5	Port of Survey
Moulded Dimensions: Length 208.29 Breadth 34.25 Depth 19.00					Date of Survey 1/2/54
Freeboard Length					Surveyor's Signature
Moulded displacement at moulded draught = 85 per cent. of moulded depth 2420 tons (excluding bossing)					Particulars of Classification +100A1 with freeboard.
Coefficient of fineness for use with Tables .735					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 19.00	(a) Where D is greater than Table depth (D-Table depth) R = (19.04-13.89) 1.602 = +8.25"	Moulded Breadth (B) = 34.25
Stringer plate04	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 5.15	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{34.25 \times 12}{50} = \mathbf{8.22}$
Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam = 8.50
Depth for Freeboard (D) = 19.04		Difference = .28
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.28}{4} \times .4391 = \mathbf{.03}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	85.50	85.50			85.50
" overhang	1.08	.54			.54
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Fore enclosed Equiv... ..	28.43	28.43			28.43
" overhang	4.74	2.37			2.37
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	119.75	116.84			116.84

Standard Height of Superstructure **6.0**

" " R.Q.D. **✓**

Deduction for complete superstructure **26.83**

Percentage covered $\frac{S}{L} = \frac{116.84}{208.29} = \mathbf{57.49\%}$

" " $\frac{S_1}{L} = \frac{116.84}{208.29} = \mathbf{56.09\%}$

Percentage from Table, Line A. **40.53**
(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 = **26.83 x .4053 = -10.87"**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	30.83	1	30.83	36.00	36.00	1	36.00
$\frac{1}{8}L$ from A.P.	13.72	4	54.88	15.64	15.64	4	62.56
$\frac{2}{8}L$ "	3.39	2	6.78	3.91	3.91	2	7.82
Amidships	0	4	0	0	0	4	0
$\frac{2}{8}L$ from F.P.	6.78	2	13.56	7.17	7.17	2	14.34
$\frac{1}{8}L$ "	27.44	4	109.76	28.67	28.67	4	114.68
F.P.	61.66	1	61.66	66.00	66.00	1	66.00
Total			277.47				301.40

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

Mean actual sheer forward
Mean standard sheer forward = }

Length of enclosed superstructure forward of amidships = **L**

" " aft of " = **Nil.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{23.93}{18} \left(\frac{.75 - .2874}{2} \right) = \mathbf{- .62"$

If limited on account of midship superstructure. **YES. NIL** ✓ **.4626** 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 = **19.04**

Summer freeboard = **3.375**

Moulded draught (d) = **15.665**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{4}$ inches = **3.92 = 4"**Addition for Winter North Atlantic Freeboard (if required) = **4 + 2 = 6"**

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 = $\frac{\Delta}{40 T}$ inches = **4"**

TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient $\frac{.735 + .68}{1.36} = \frac{1.415}{1.36}$

Depth Correction **8.25**

Deduction for superstructures **10.87**

Sheer correction **0.03**

Round of Beam correction **0.03**

Correction for Thickness of Deck amidships **0.03**

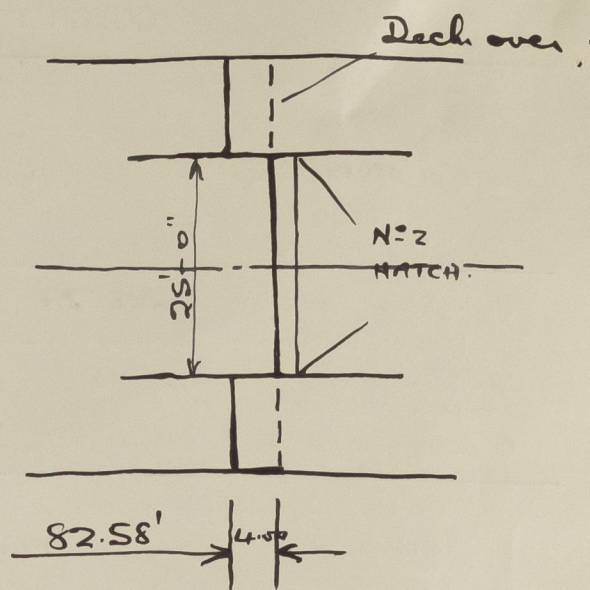
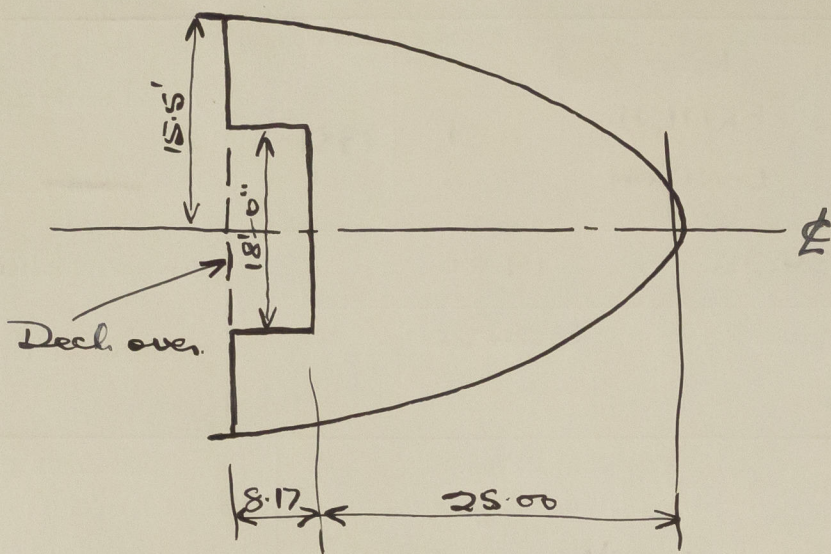
Other corrections, scantlings, etc. to correspond to a summer moulded draught of 15'-8" **17.65**

Summer Freeboard = **40.50**

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

Tropical Fresh Water Line above Centre of Disc ...	8"	Tropical Fresh Water Freeboard ...	3'-4 1/2"
Fresh Water Line " " ...	4"	Fresh Water " " ...	3'-8 1/2"
Tropical Line " " ...	4"	Tropical " " ...	3'-0 1/2"
Winter Line below " " ...	4"	Winter " " ...	3'-8 1/2"
Winter North Atlantic Line " " ...	6"	Winter North Atlantic " " ...	3'-10 1/2"

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.



Tonnage

$$\begin{array}{r} \text{Length at center } 25.00 \checkmark \\ + \frac{8.17 \times 6.5}{15.5} \quad \quad 3.43 \checkmark \\ \hline 28.43 \checkmark \end{array}$$

$$O/H. \quad 8.17 - 3.43 = 4.74 \checkmark$$

Port

$$\begin{array}{r} \text{Length at side } = 82.58 \\ + \frac{4.00 \times 25.00}{34.25} = \frac{2.92}{85.50} \end{array}$$

$$O/H = 4.00 - 2.92 = 1.08$$

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £ : :

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)



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