

CLOSED CONDITION.

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received

Index No.

Govt. Copy

Owners C11

Ship's Name PARNASOS EX. BUCCINUM.	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build 1937	Port of Survey
Moulded Dimensions: Length 494.99 Breadth 67.5 Depth 34.15					Date of Survey 10-11-58.
Freeboard Length 496.25 to E. of molder stack					Surveyor's Signature
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing)					Particulars of Classification <i>Presumably a tanker now being converted to dry cargo carrier.</i>
Coefficient of fineness for use with Tables .774					

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	34.15	(a) Where D is greater than Table depth (D-Table depth) R =	(34.29 - 33.08) 31 = +3.63	Moulded Breadth (B)	67.5
Stringer plate ...	1.63	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	16.08
Wood Sheathing on exposed deck				Ship's Round of Beam	16.14
$T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures		Difference	.06
Depth for Freeboard (D) =	34.29			Restricted to	
				Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right)$.06 / 4 (1 - .4167) = .01

DEDUCTION FOR SUPERSTRUCTURES.					Standard Height of Superstructure	
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	R.Q.D.
Poop enclosed	123.12	123.12	8.0		123.12	
" overhang	2.39	1.19			1.19	
R.Q.D. enclosed						
" overhang						
Bridge enclosed	38.32	38.32	7.25	7.25/75	37.04	
" overhang aft	2.39	1.19			1.19	
" overhang forward	.66	.33			.33	
Fore enclosed	42.03	42.03	7.51		42.03	
" overhang						
Trunk aft						
" forward						
Tonnage opening aft						
" forward						
Total	208.91	206.78			205.43	

Percentage covered $\frac{S}{L} = 42.10$

" $\frac{S_1}{L} = 41.67$

" $\frac{E}{L} = 41.40$

Percentage from Table, Line A. **24.69**

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. **28.69**

(corrected for absence of forecastle (if required))

Interpolation for bridge less than .2L (if required) **24.69 + (.0788 x 4) = 26.27**

Deduction = **42.10 - 26.27 = 15.83**

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P.	59.62	1			57.80	63.86	1
$\frac{1}{4}L$ from A.P.	26.53	4			26.89	27.51	4
$\frac{1}{2}L$	6.56	2			3.19	3.19	2
Amidships	0	4			0	0	4
$\frac{3}{4}L$ from F.P.	13.12	2			13.39	13.39	2
$\frac{1}{4}L$	53.06	4			52.28	52.28	4
F.P.	119.25	1			118.90	118.90	1
Total				536.59			535.02

Correction = $\frac{\text{Difference between sums of products}}{18} = \frac{1.57}{18} = .087$

If limited on account of midship superstructure.

Mean actual sheer aft = **Deficient**

Mean standard sheer aft = **Deficient**

Mean actual sheer forward = **Deficient**

Mean standard sheer forward = **Deficient**

Length of enclosed superstructure forward of amidships =

" aft of =

Actual height of superstructure = **8.0**

Standard " = **7.5**

Diff. = **.5 (6")**

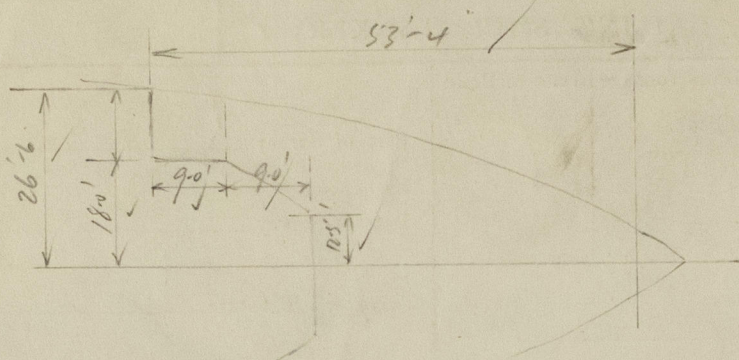
Deduction for Tropical Freeboard.		Deduction for Fresh Water.		TABULAR FREEBOARD-corrected for Flush Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.		Displacement in salt water at summer load water line		Correction for coefficient	
Depth to Freeboard Deck = 34.29		$\Delta =$		Depth Correction	3.63
Summer freeboard = 8.40		Tons per inch immersion at summer load water line		Deduction for superstructures	11.03
Moulded draught (d) = 28.89		T =		Sheer correction	.05
Keel allowance =		Deduction = $\frac{\Delta}{40 T}$ inches		Round of Beam correction	.01
Extreme draught =				Correction for Thickness of Deck amidships	
Deduction for Tropical freeboard and addition for =				Other corrections, scantlings, etc.	
Winter freeboard = $\frac{d}{4}$ inches =					
Addition for Winter North Atlantic Freeboard (if required) =					

Summer Freeboard = **100.81**

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	"

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.



$$\begin{aligned} \text{Length at Side} &= 53.33' \checkmark \\ \frac{(18 \times 9) + (12.5 \times 9) + \left(\frac{9 \times 5.5}{2}\right)}{26.5} &= 11.30' \checkmark \\ &= 42.03' \text{ equiv length.} \end{aligned}$$

Prop. closed by Class I. appliances.

$$\begin{aligned} \text{Length at Side} &= 121.95' \\ \frac{L}{6} &= \frac{496.25}{6} = \frac{82.71}{39.24} \checkmark \end{aligned}$$

$$\begin{aligned} \text{Shear at AP} &= 57.80 + 6'' = 63.80'' \\ \text{Shear at } \frac{L}{6} &= 26.89' + 6 \times \left(\frac{39.24}{121.95}\right)' \\ &= 26.89 + .62 = 27.51'' \checkmark \end{aligned}$$

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.)



© 2020

Lloyd's Register
Foundation