

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

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Parkwood.</i>	Official Number <i>160738</i>	Nationality and Port of Registry <i>British Middlesbrough</i>	Gross Tonnage <i>1049.4</i>	Date of Build <i>1933/6.</i>	Port of Survey _____
Moulded Dimensions: Length <i>199.83'</i> Breadth <i>33.08'</i> Depth <i>16.5'</i>					Date of Survey <i>11. May '55</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <i>1978</i> tons					Surveyor's Signature _____
Coefficient of fineness for use with Tables <i>747.</i>					Particulars of Classification <i>+100A1.</i>

DEPTH FOR FREEBOARD (D).

Moulded depth *16.50*

Stringer plate *.03*

Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$ _____

Depth for Freeboard (D) = *16.53*

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D-Table depth) R = *(16.53-13.32) 1.537 = +4.93*

(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) *33.08*

Standard Round of Beam = $\frac{B \times 12}{50} =$ *7.94*

Ship's Round of Beam = *8.00*

Difference *.06*

Restricted to _____

Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.06}{4} \times .1376 = \text{NIL.}$

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	<i>133.50</i>	<i>133.50</i>	<i>4.5</i>	<i>-</i>	<i>133.50</i>
" overhang					
Bridge enclosed	<i>10.50</i>	<i>10.50</i>		<i>-</i>	<i>10.50</i>
" overhang aft					
" overhang forward					
Fore enclosed <i>equiv.</i> <i>28.06</i>	<i>28.06</i>	<i>28.06</i>	<i>7.0</i>	<i>-</i>	<i>28.06</i>
" overhang <i>equiv.</i> <i>.52</i>	<i>.52</i>	<i>.26</i>		<i>-</i>	<i>.26</i>
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	<i>172.58</i>	<i>172.32</i>			<i>172.32</i>

Standard Height of Superstructure *6.00.*

" " R.Q.D. *3.667*

Deduction for complete superstructure *25.98.*

Percentage covered $\frac{S}{L} =$ *86.36*

" " $\frac{S_1}{L} =$ *86.24*

" " $\frac{E}{L} =$ *83.04.*

Percentage from Table, Line A. + B *83.04.*

(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 = *25.98 x 83.04. = 21.57*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<i>29.98</i>	<i>1</i>	<i>29.98</i>	<i>24</i>	<i>34</i>	<i>1</i>	<i>34.00</i>
$\frac{1}{4}$ L from A.P.	<i>13.34</i>	<i>4</i>	<i>53.36</i>	<i>10.75</i>	<i>15.13</i>	<i>4</i>	<i>60.52</i>
$\frac{2}{4}$ L "	<i>3.30</i>	<i>2</i>	<i>6.60</i>	<i>2.75</i>	<i>3.74</i>	<i>2</i>	<i>7.48</i>
Amidships	<i>0</i>	<i>4</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>0</i>
$\frac{3}{4}$ L from F.P.	<i>6.60</i>	<i>2</i>	<i>13.20</i>	<i>8.75</i>	<i>8.75</i>	<i>2</i>	<i>17.50</i>
$\frac{1}{4}$ L "	<i>26.68</i>	<i>4</i>	<i>106.72</i>	<i>34.75</i>	<i>34.75</i>	<i>4</i>	<i>139.00</i>
F.P.	<i>59.96</i>	<i>1</i>	<i>59.96</i>	<i>78</i>	<i>78</i>	<i>1</i>	<i>78.00</i>
Total			<i>269.82</i>				<i>336.50</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{66.68}{18} (.75 - .4318) = -1.18$

If limited on account of midship superstructure. *.3182* If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Actual T.O.H. = *54*
Standard = *44*
Excess = *10"*

Mean actual sheer aft = *Excess*

Mean standard sheer aft = _____

Mean actual sheer forward = *Excess*

Mean standard sheer forward = _____

Length of enclosed superstructure forward of amidships = *.22L*

" " aft of " = *.5L.*

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *21.03*

Summer freeboard = *5.97*

Moulded draught (d) = *15.06*

Keel allowance = _____

Extreme draught = _____

Deduction for Tropical freeboard and addition for _____

Winter freeboard = $\frac{d}{4}$ inches = *3\frac{3}{4}"*

Addition for Winter North Atlantic Freeboard (if required) = *5\frac{3}{4}"*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ *2160*

Tons per inch immersion at summer load water line

$T =$ *13.20*

Deduction = $\frac{\Delta}{40T}$ inches = *4.1*

= *4"*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient *1.427*

Depth Correction *4.93*

Deduction for superstructures *21.57*

Sheer correction *1.18*

Round of Beam correction *-*

Correction for Thickness of Deck amidships ... *54.00*

Other corrections, scantlings, etc. *11.36*

to a summer moulded draught of 15'-03/4"

	+	-
Depth Correction	<i>4.93</i>	<i>-</i>
Deduction for superstructures	<i>-</i>	<i>21.57</i>
Sheer correction	<i>-</i>	<i>1.18</i>
Round of Beam correction	<i>-</i>	<i>-</i>
Correction for Thickness of Deck amidships	<i>54.00</i>	<i>-</i>
Other corrections, scantlings, etc.	<i>11.36</i>	<i>-</i>
Summer Freeboard	<i>70.29</i>	<i>22.75 + 47.54</i>

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

Tropical Fresh Water Line above Centre of Disc ... *7 3/4"*

Fresh Water Line " " ... *4"*

Tropical Line " " ... *3 3/4"*

Winter Line below " " ... *3 3/4"*

Winter North Atlantic Line " " ... *5 3/4"*

Tropical Fresh Water Freeboard *5'-11 3/4"*

Fresh Water " *5'-7 3/4"*

Tropical " *5'-8"*

Winter " *6'-0 3/4"*

Winter North Atlantic " *6'-5 1/2"*

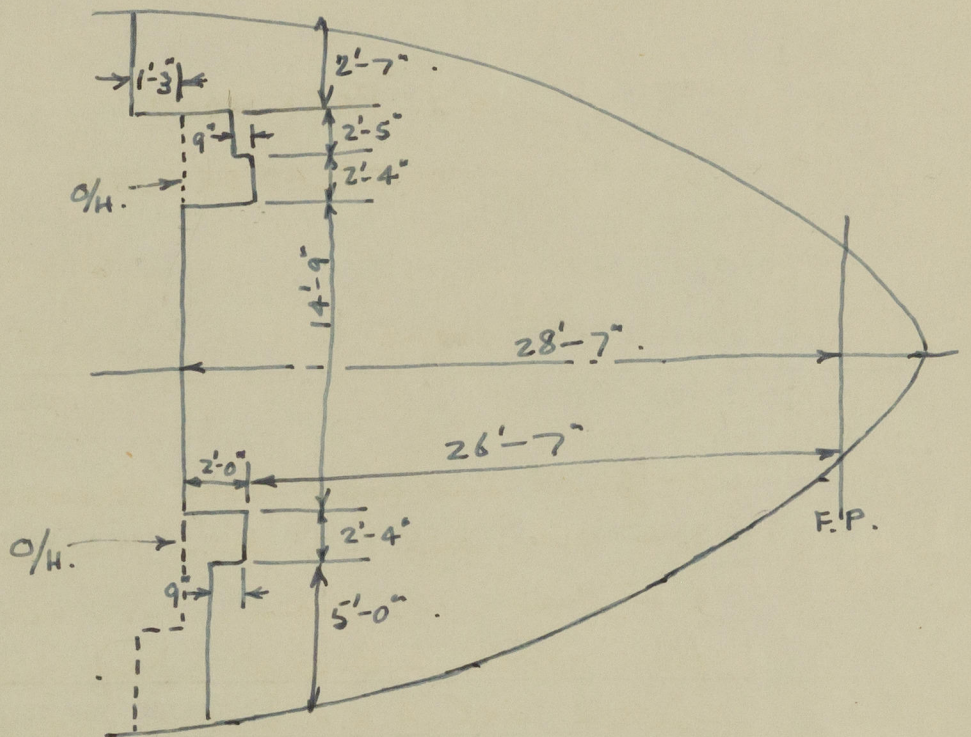
A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

Forecastle

$$\begin{array}{r} \text{Basic length} = 26.58 \\ + \frac{29.50 \quad 7.5 \quad 4.45}{(14.75 \times 2) + (2.75 \times 5.0) + (2.5 \times 2.58)} = 1.48 \\ \hline 29.42 \end{array}$$

$$\text{Equiv. length} = 28.06$$

$$\begin{array}{r} \text{Equiv. overhang} = 28.58 - 28.06 \\ = 0.52 \end{array}$$



Trade of ship _____

Names of sister ships _____

Builder's name and yard number _____

Owners _____

Fee £ _____



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Foundation