

23/10/47

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER. M.V. ALCYONE HOPE (ex ROTENFELS) ~~WITH~~ WITHOUT TIMBER DECK CARGO
 Nationality BRITISH Builders' Name and No. of Ship DEUTSCHEN SCHIFF-UND
MASCHINENBAU A.G. WERK A.G. "WESER", BREMEN
 Port of Registry LONDON. Owners MESSRS. ALCYONE SHIPPING FINANCE CO. LTD.
40 ST. MARK'S AVE. LONDON E.C. 3.
 Official Number 181804. Port and Date of survey ROTTERDAM, SEPT. 47.
 Gross Tonnage 7713.71. Name of Surveyor W.B. SCHEELINGS.
 Date of Build 1927 Names of Sister Ships "BRAUNFELS"
 Particulars of Classification B.S.

Type of Superstructures FORECASTLE, BRIDGE, POOP.

Trade of Ship

Service Endorsement if any

1943

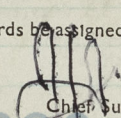
SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (..... steel)				
TROPICAL FRESH WATER LINE	above	centre of disc	14"	Corresponding Freeboard 6'-4½"
FRESH WATER LINE	"	"	7"	" 5'-2½"
TROPICAL LINE	"	"	7"	" 5'-9½"
WINTER LINE	below	"	7"	" 5'-9½"
WINTER NORTH ATLANTIC LINE	"	"	-	" 6'-11½"

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.				Corresponding Freeboard
FRESH WATER	"	"	"	"
TROPICAL	"	"	"	"
WINTER	"	below	"	"
WINTER NORTH ATLANTIC	"	"	"	"

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned


 Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the 5th November, 1947.

 Secretary

COMPUTATION OF FREEBOARD

Length on summer load line 143.80 Moulded Breadth 18.35 M Moulded Depth 10.42 M Depth of KeelMoulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 18060 x 1.075Co-efficient of fineness for use with tables $\frac{\Delta}{L \times B \times D \times .85} = .766$ Displacement and tons per inch immersion in salt water at summer load line 17358 T - (197 M freeboard) = 57.75 T/MMoulded depth 10.42 M. 10.42 ✓ Deduction for Fresh Water $\frac{\Delta}{40 T} = 18$ mm inchesStringer Plate 0.01 m. .01 ✓ Round of Beam Correction76 mm Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$.019 ✓ Ships Round of Beam 360 mm. inchesRise of floor (in sailers) - Standard Round of Beam $\frac{B \times 12}{50} = 367$ mm. mmDepth for Freeboard (D) 10.449 ✓ Difference 7Table Depth 1/15 9.587 ✓ Restricted toDepth Correction 8.33 x 30 x .862 ✓ Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = 1.75 \times .2552 = .446$ ONIf restricted by superstructures = 215.41 ON

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop	<u>36.42</u>		<u>2.44</u>	<u>36.42</u>		<u>36.42</u>	Standard Height of Superstructure <u>2.29</u> M.
Raised Quarter Deck							" " R.Q.D.
Bridge	<u>41.02</u>	<u>2.88</u>	<u>2.44</u>	<u>43.90</u>		<u>43.18</u>	Percentage covered S/L = <u>74.98</u> % ✓
Forecastle	<u>27.50</u>		<u>2.44</u>	<u>27.50</u>		<u>27.50</u>	" " E/L = <u>74.48</u> %
Trunk Aft							" from Table line A, B, (corrected for -
" Forward							absence of forecastle if required) <u>68.51</u> %
Tonnage Opening Aft							Percentage from Table by interpolation for Bridge
" " Forward							less than .2L if required =
Totals				<u>107.82</u>		<u>107.10</u>	Deduction = <u>1067 x .6851 = 731</u> mm.

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	
A.P.	<u>1.58</u>	<u>1452</u>	<u>1580</u>	<u>1</u>	<u>1580</u>	Mean Actual sheer aft = <u>88.96</u> % OF STANDARD
1/3 L from A.P.	<u>0.58</u>	<u>645</u>	<u>580</u>	<u>4</u>	<u>2320</u>	Mean Actual sheer forward = <u>MORE THAN 1</u>
1/3 L from A.P.	<u>0.04</u>	<u>160</u>	<u>40</u>	<u>2</u>	<u>80</u>	" Standard " "
Amidships	<u>-</u>	<u>-</u>	<u>-</u>	<u>4</u>	<u>-</u>	Length of enclosed superstructure forward of amidships =
1/3 L from F.P.	<u>0.58</u>	<u>320</u>	<u>580</u>	<u>2</u>	<u>1160</u>	Length of Ship
1/3 L " "	<u>1.68</u>	<u>1290</u>	<u>1680</u>	<u>4</u>	<u>6720</u>	Length of enclosed superstructure aft of amidships =
F.P.	<u>3.58</u>	<u>2904</u>	<u>3580</u>	<u>1</u>	<u>3580</u>	Length of Ship
				<u>18</u>	<u>15440</u>	Sheer Correction = Difference X $\left(75 - \frac{S}{2L}\right) = 1818 \times .3751 = 49.44$ mm OFF
Effective Mean Sheer					<u>857.8</u>	If limited on account of midship superstructure =
Standard " " .05L + 5					<u>726.0</u>	" to maximum allowance of 1 1/2 ins. per 100 ft. =
Difference					<u>131.8</u>	

TABULAR FREEBOARD corrected for flush deck if required = 2383.5 ✓Correction for co-efficient = $\frac{1.446}{1.36} = 2534.2$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Sailer, Tanker, Steamer	Timber
Depth correction	<u>215.4</u>			
Deduction for superstructures		<u>731</u>		
Sheer correction		<u>49.4</u>		
Round of Beam correction				
Correction for thickness of deck amidships		<u>19.00</u>		
Other corrections, scantlings, etc.				
	<u>215.9</u>	<u>799.4</u>		
		<u>583.5</u>		

Summer Freeboard in inches	<u>195.0</u>	195.0	195.0	195.0
Additional allowance for superstructures on				
Timber carrying ships				
Summer Timber Freeboard in inches				

Form LL. 4.D.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

PIONEER MERCHANT

SURVEY FOR FREEBOARD

CONDITIONS OF ASSIGNMENT

SHIP'S NAME ALCONE HOPE

OFFICIAL NUMBER

Nationality and Port of Registry BRITISH - LONDON

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	<u>11</u>	<u>9 1/2</u>	<u>L90x90x9</u>	<u>max 660</u>	<u>Flanged knees top & bottom</u>	<u>PS. 1270x920</u>	<u>610</u>	<u>2440</u>
R.Q.D. "								
Bridge Aft Bulkhead	<u>9</u>	<u>7 1/2</u>	<u>L90x75x8</u>	<u>700</u>	<u>none</u>	<u>2 1100x1610</u>	<u>300</u>	<u>2440</u>
" Forward "	<u>11</u>	<u>11</u>	<u>L270x90x12</u>	<u>750</u>	<u>Flanged knees top & bottom</u>	<u>2 1050x1530</u>	<u>340</u>	<u>2440</u>
Forecastle Bulkhead	<u>9</u>	<u>7 1/2</u>	<u>L90x75x8</u>	<u>700</u>	<u>none</u>	<u>2 1275x920</u>	<u>610</u>	<u>2770</u>
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks	<u>9</u>	<u>7 1/2</u>	<u>L90x75x8</u>	<u>700</u>	<u>NONE</u>	<u>PS. 1600x800</u>	<u>7</u>	<u>2770</u>
Exposed Machinery Casings on superstructure decks						<u>SB. 1600x600</u>	<u>760</u>	
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances	<u>10</u>	<u>8</u>	<u>L130x75x9</u>	<u>720</u>	<u>TOP RIVETED TO DECK BEAM BOTTOM NONE</u>	<u>PS. 1600x600</u>	<u>300</u>	<u>2770</u>
Deckhouses on flush deck ships						<u>SB. 1600x600</u>	<u>310</u>	

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	<u>Portable steel plates with hookbolts.</u>
R.Q.D. "	
Bridge Aft Bulkhead	<u>Weather boards fitted in full height in channels on bulkhead.</u>
" Forward "	<u>Hinged steel watertight doors.</u>
Forecastle Bulkhead	<u>Portable steel plates with hookbolts.</u>
Exposed Machinery Casings on Freeboard or R.Q. decks	<u>HINGED STEEL WATERTIGHT DOORS WITH DOGS, CAN BE MANIPULATED AND SECURED BOTH SIDES</u>
Exposed Machinery Casings on superstructure decks	
Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances	<u>HINGED STEEL DOORS, CAN BE SECURED BOTH SIDES</u>
Deck houses on Flush Deck ships	

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well	<u>16.56</u>	<u>1.20</u>	<u>OPEN RAILING OVER 7.15 M. LENGTH</u>		
Forward Well	<u>19.42</u>	<u>1.20</u>	<u>OPEN RAILING OVER 10.0 M. LENGTH</u>		

State fore and aft position and height above deck to bottom of port, for each port

After Well 270 mmForward Well 270 mm

State whether freeing ports are fitted with shutters, bars or rails, and give particulars

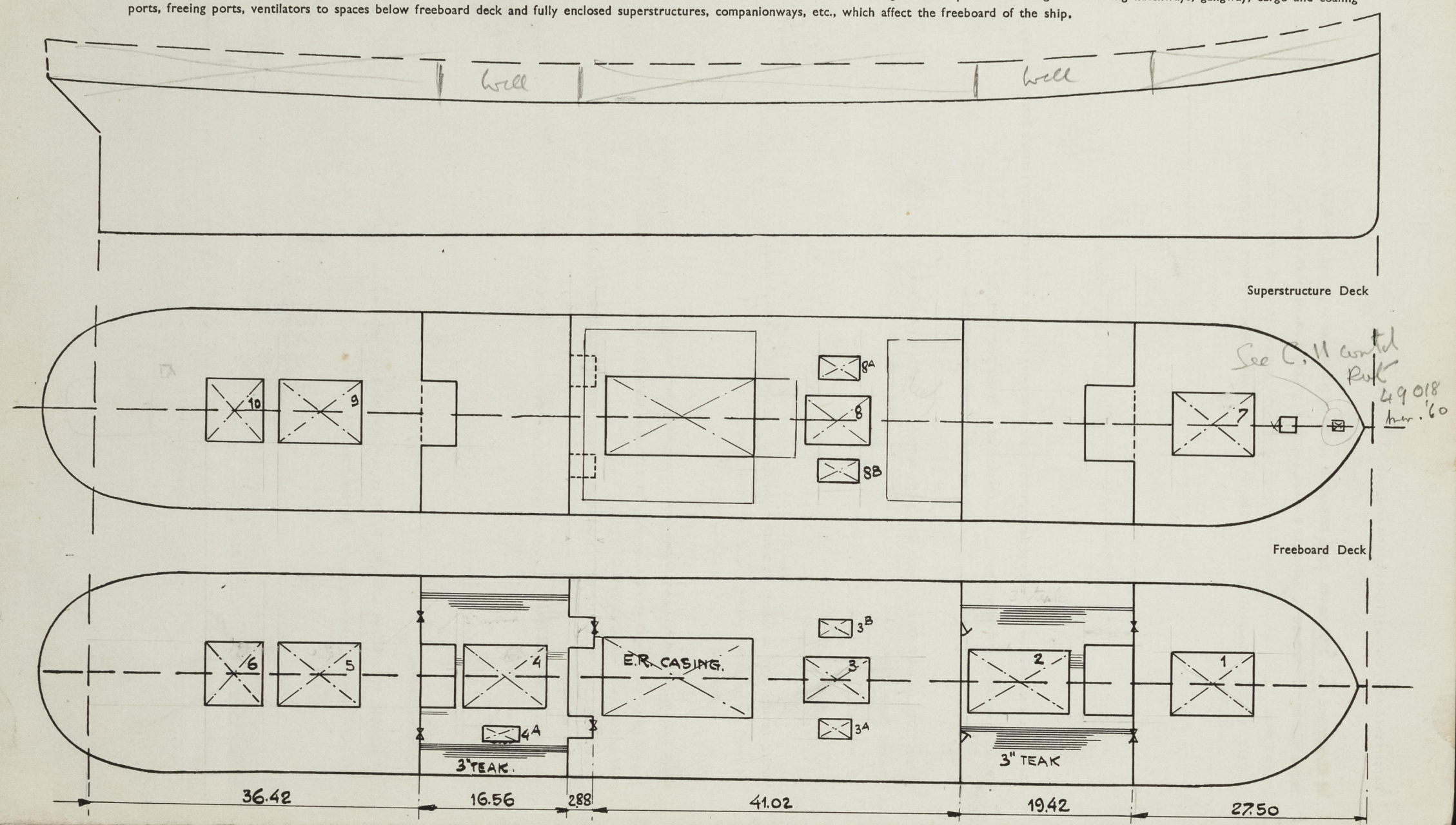
Give particulars of freeing port area, etc., on superstructure decks

No. FREEING PORTS ON BRIDGE DECK

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Lloyd's Register Foundation

Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	1	2	3	3a and 3b	4	5	6	7	8	8a and 8b	9	10	4a	5a
	In forecastle	On maindeck	In bridge space	In bridge space	On maindeck	In forepeak	In forepeak	On forecastle deck	On bridge	On bridge	On forepeak	On forepeak	On maindeck	On forecastle
Dimensions of Hatchway	8100 x 5980	11520 x 5980	7200 x 4880	3620 x 1820	9360 x 5980	9360 x 5980	6400 x 5980	9100 x 5980	7200 x 4880	5020 x 3050	9360 x 5980	6480 x 5980	4220 x 2080	1190 x 1090
Height above deck	std. 460 mm	N.D. 800 mm	std. 470 mm	std. 400 mm	N.D. 820 mm	std. 475 mm	std. 470 mm	N.D. 800 mm	N.D. 780 mm	N.D. 820 mm	std. 890 mm	S.D. 890 mm	N.D. 820 mm	N.D. 780 mm
Thickness	12 mm	12 mm	10 mm	10 mm	12 mm	12 mm	12 mm	12 mm	12 mm	12 mm	12 mm	12 mm	12 mm	12 mm
Stiffeners	-	L 300 x 100 x 12	-	-	L 270 x 90 x 16	-	-	L 270 x 90 x 16	L 190 x 75 x 10	L 150 x 75 x 10	L 270 x 90 x 16	L 190 x 75 x 10	Only S.B.	-
Brackets or Stays	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Number	4	6	4	-	5	5	3	4	4	2	5	3	-	-
Spacing	max 1.86 m	max 1.67 m	max 1.49 m	-	max 1.58 m	max 1.58 m	max 1.65 m	max 1.85 m	max 1.46 m	max 1.72 m	max 1.50 m	max 1.65 m	-	-
Scantling and Sketch														
Bearing Surface and thickness of carriers or sockets	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm	35 x 30 mm
Number	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Spacing	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Unsupported lengths	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Scantling and Sketch	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bearing Surface and thickness of carriers or sockets	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Material	Pine	Pine	Pine	Pine	Pine	Pine	Pine	Pine	Pine	Pine	Pine	Pine	Pine	Pine
Thickness	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	3 3/4"	2 1/2"
How Fitted	Long.	Long.	Long.	Long.	Long.	Long.	Long.	Long.	Long.	Long.	Long.	Long.	Short.	Short.
Bearing Surface	80 x 100 mm	80 x 100 mm	80 x 90 mm	80 x 90 mm	80 x 100 mm	80 x 100 mm	80 x 100 mm	80 x 100 mm	80 x 90 mm	75 mm	80 x 100 mm	80 x 100 mm	75 mm	80 x 90 mm
Spacing of Cleats	600 - 650 mm	600 - 610 mm	610 mm	610 mm	530 - 610 mm	610 - 600 mm	610 - 610 mm	600 - 610 mm	610 mm	610 mm	600 - 630 mm	560 - 600 mm	620 mm	600 - 600 mm
Number of Tarpaulins	1	2	1	1	2	1	1	2	2	2	2	2	2	2

Are tarpaulins in good condition and in accordance with rule requirements? *Yes*
Are lashings provided in accordance with rule requirements? *Flat steel bolting bars*
Are wood fore and afters steel shod at all bearing surfaces? *-*
Are battens and wedges efficient and in good condition? *Yes*
Are tarpaulins in good condition and in accordance with rule requirements? *Yes*
Are lashings provided in accordance with rule requirements? *Yes*
Are wood fore and afters steel shod at all bearing surfaces? *-*
Are battens and wedges efficient and in good condition? *Yes*

Give full particulars of the following :—

Fiddle, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

FUNNEL AND E.R. SKYLIGHT ON BOAT DECK OF STRONG CONSTRUCTION. SKYLIGHT COAMING 1.50 M ABOVE BOAT DECK AND DECK S.B.P.S. WITH 7 HINGED STEEL FLAPS. VENTILATORS ON BOAT DECK OF STRONG CONSTRUCTION AND PARTLY WITH MOVABLE COWLS.

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

To forecassle span: One steel companionway 10"m thick, height of sill 390 mm, door opening 700 x 1500 mm. closed by W.T. door with dogs, max dist 435 mm and which can be manipulated both sides.

COMPANIONWAY ON POOP DECK TO TAIL SHAPE, STEEL 8"m THICK, HEIGHT OF SILL 0.83 M, DOOR OPENING 620 x 720 mm. CLOSED BY HINGED STEEL DOOR WITH ONE DOG.

DECKHOUSE ON POOP DECK, GIVING ENTRANCE TO POOP SPACE AND SPACE ABOVE AFTER PEAK.

STEEL 8mm, SILL HEIGHT 0.50 M. DOOR OPENING 1610 X 1000, CLOSED BY HINGED STEEL WATER TIGHT DOOR CLOSED BY DOGS WHICH CAN BE MANIPULATED BOTH SIDES.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

ON FORECASTLE DECK (1) 1.12 M ABOVE STEEL DECK, PITCH OF RIVETS 80 - 5/8" R.

" " NR. 2-10 0.80 M ABOVE WOOD DECK, " " " " " "

" BRIDGE DECK NR. 11 1.12, 0.80 " " " " " " " "

" " 13 1.14 GOOSENECK VENTILATORS, 0.48 M ABOVE DECK, CLOSING ARR. HINGED STEEL FLAP WITH FLY NUT SCREW

" " 15 1.70, 0.50 M ABOVE DECK, PITCH OF RIVETS 80 - 5/8" R.

" POOP DECK " 11 " 0.71 M " " " " " " " "

" " 12 1.13 1.05 M " " " " " " " " 80 - 5/8" R.

" " 14 1.15 0.91 M. " " " " " " " " " "

" MAIN DECK " 18 1.14 3.20 M. " " AND CONNECTED TO BRIDGE AFT BULKHEAD

ALL VENTILATORS OF LARGE DIAM. CLOSED BY STEEL PLUG AND CANVAS COVER.

" " " SMALL " " " WOOD " " " " " "

DERRICK PORTS OF MAIN MAST AND SAMSON POSTS ON BRIDGE DECK ARE IN USE AS VENTILATORS.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

ON FORECASTLE DECK P.S. AIRPIPE, 0.37 M ABOVE DECK WITH HINGED STEEL FLAP AND FLY NUT SCREW

IN FOREWELL STARBOARD AND PORTSIDE & AIRPIPES, 0.37 M ABOVE DECK, WITH HINGED STEEL FLAP AND FLY NUT SCREW

ON BRIDGE DECK FORWARD, STARBOARD AND PORTSIDE AIRPIPE, 0.35 M ABOVE DECK WITH HINGED STEEL FLAP AND FLY NUT SCREW.

ON BRIDGE DECK AFT, STARBOARD AND PORTSIDE AIRPIPE, 0.75 M ABOVE DECK, WITH HINGED STEEL FLAP AND FLY NUT SCREW.

IN AFTWELL STARBOARD AND PORTSIDE AIRPIPE, 0.35 M ABOVE DECK WITH HINGED STEEL FLAP AND FLY NUT SCREW

ON POOP DECK PORTSIDE 4 AND STARBOARD 3 AIRPIPE, 0.37 ABOVE DECK " " " " " " " " " "

Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

IN BRIDGESPACE. STARBOARD 7 AND PORTSIDE 5 SANITARY DISCHARGES WITH ONE NON RETURN VALVE, MAT. STEEL.

IN ENGINE ROOM. PORTSIDE 2 SANITARY DISCHARGES WITH NON RETURN VALVE MAT. STEEL

IN POOP SPACE. 1 SANITARY DISCHARGE ON PORTSIDE WITH NON RETURN VALVE MAT. STEEL.

IN FOREWELL. STARBOARD AND PORTSIDE ONE DRAIN & SCUPPER FROM MAIN DECK TO OUTBOARD

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

SIDE SCUTTLERS BELOW FREEBOARD DECK IN FORECASTLE, STARBOARD AND PORTSIDE } ALL WITH PERMANENT ATTACHED DEADLIGHTS
" " " " " " WAY OF POOP 7 ON PORTSIDE AND 5 ON STARBOARD.

SIDE SCUTTLERS IN POOP SPACE STARBOARD 3 AND PORTSIDE 5 ALL WITH PERMANENT ATTACHED DEADLIGHTS.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

IN WAY OF FORECASTLE SPACE 1.60 M BELOW DECK

" " " " " " POOP SPACE 0.60 M " " "

Guard Rails on freeboard and superstructure decks (state type and where fitted)

GUARD RAILS ON FREEBOARD DECK IN FORE AND AFT WELL HEIGHT 1.20 M ABOVE DECK, THREE RODS AND MADE REMOVABLE

GUARD RAILS ON FORECASTLE DECK 1.20 M ABOVE DECK, THREE RODS, PARTLY REMOVABLE IN WAY OF HATCH

GUARD RAILS ON POOP DECK 1.20 M ABOVE DECK, THREE RODS, PARTLY REMOVABLE IN WAY OF HATCH

Gangways and Lifelines

STARBOARD AND PORTSIDE EVERUPES FITTED ON AFT BRIDGE BULKHEAD

AND POOP BULKHEAD FOR FITTING OF MANILLA ROPE IN AFT WELL

Gangway, Cargo and Coaling Ports in sides of ship

COMPUTATION OF FREEBOARD

Length on summer load line 471.4 Moulded Breadth 60.2' Moulded Depth 34.187. Depth of Keel
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth Tons
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .765$
Displacement and tons per inch immersion in salt water at summer load line
Moulded depth 34.187. Deduction for Fresh Water $\frac{\Delta}{40 T} = 7''$ inches
Stringer Plate .033. Round of Beam Correction
3" Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$.063 Ships Round of Beam 14.17. inches
Rise of floor (in sailers) - Standard Round of Beam $\frac{B \times 12}{50}$ 14.45.
Depth for Freeboard (D) 34.283. Difference .28.
Table Depth 1/5 31.453. Restricted to
Depth Correction 3 + 2.830 = 8.4904. Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = .07 \times .2852 = .0204$
If restricted by superstructures = .0204.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop	119.15.		8.005.	119.50	-	119.50.	Standard Height of Superstructure 7'-6"
Raised Quarter Deck							" " R.Q.D. -
Bridge	134.58.	F 9.45.	8.005.	144.03.		141.67.	Percentage covered S/L = 74.98%.
Forecastle	90.22.		8.005.	90.22.		90.22.	" " E/L = 74.48%.
Trunk Aft							" " from Table line A, B, (corrected for absence of forecastle if required) 68.51%.
" Forward							Percentage from Table by interpolation for Bridge less than .2L if required = -
Tonnage Opening Aft							Deduction = 42.00 + 68.51 = 28.78 OFF
" " Forward							Percentage from Table for Tankers (or Timber ships) =
Totals				353.75.		351.39.	Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft	
A.P.	62.21.	57.18.	62.21.	1	62.21.	" Standard " "	= 88.96%.
1/2 L from A.P.	22.83.	25.45.	22.83.	4	91.32.	Mean Actual sheer forward	= MORE THAN 1.
1/2 L from A.P.	1.57.	6.29	1.57.	2	3.14.	" Standard " "	
Amidships	-	-	-	4	-	Length of enclosed superstructure forward of amidships	=
1/2 L from F.P.	22.83.	12.58.	22.83.	2	45.66.	Length of Ship	
1/2 L " "	66.14.	50.84.	66.14.	4	264.56.	Length of enclosed superstructure aft of amidships	=
F.P.	140.95.	114.36.	140.95.	1	140.95.	Length of Ship	
				18	607.84.	Sheer Correction = Difference X $\left(75 - \frac{S}{2L}\right) = 5.179 \times .3751 = 1.943 OFF$	
Effective Mean Sheer					33.769.	If limited on account of midship superstructure	= -
Standard " "		.05L + 5			28.590.	" to maximum allowance of 1 1/2 ins. per 100 ft.	= -
Difference					5.179.		

TABULAR FREEBOARD corrected for flush deck if required = 93.84.

Correction for co-efficient = $\frac{144.57}{1.36} = 99.74$. DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Seasonal Tanker, Steamer	Timber
Depth correction	8.49.				
Deduction for superstructures		28.78.		Depth to Freeboard Deck in feet 34.220.	
Sheer correction		1.94.		Summer Freeboard in feet 6.375.	
Round of Beam correction	.02.			Moulded Draught (d) 27.845.	(d1)
Correction for thickness of deck amidships		.75.		Addition for Keel .125.	
Other corrections, scantlings, etc.				Extreme draught 27'-11 1/2" 27.970.	
	8.51.	31.47.	22.96.	Deduction for Tropical and addition for Winter freeboard d/4 = 7' ins.	
Summer Freeboard in inches	6'-4 1/2"		76.78.	Addition for Winter North Atlantic (if required) = ins.	
Additional allowance for superstructures on				Deduction for Tropical Timber Freeboard d/4 = ins.	
Timber carrying ships				Addition for Winter " " d/1 = ins.	
Summer Timber Freeboard in inches				" " " " d/3 = ins.	
				N.A. Timber Freeboard (if required) = ins.	