

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Sir James Laing & Sons</i>	Official Number *	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Yard No 776					Date of Survey <i>5-9-47</i>
Moulded Dimensions: Length <i>410.75</i> Breadth <i>56.50</i> Depth <i>29.25</i> <i>to centre of rudder stock</i>					Surveyor's Signature <i>EJ</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Particulars of Classification <i>+100 A1</i> <i>carrying petroleum in bulk</i> <i>(contemplated).</i>
Coefficient of fineness for use with Tables <i>.738</i>					

DEPTH FOR FREEBOARD (D). Moulded depth ... <i>29.25</i> Stringer plate ... <i>.05</i> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>29.30</i>	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = $(29.30 - 27.38) 3 = + 5.76$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures <input checked="" type="checkbox"/>	ROUND OF BEAM CORRECTION. Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference Restricted to Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>NIL</i>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>151.58</i>	<i>151.58</i>	<i>7.5</i>	<input checked="" type="checkbox"/>	<i>151.58</i>
" overhang ...	<i>.75</i>	<i>.37</i>	"		<i>.37</i>
R.Q.D. enclosed ...					
" overhang <i>fair</i> ...	<i>.75</i>	<i>.56</i>	"	<input checked="" type="checkbox"/>	<i>.56</i>
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<i>102.79</i>	<i>102.79</i>	<i>7.5</i>	<input checked="" type="checkbox"/>	<i>102.79</i>
" overhang ...					
Trunk aft ...		<i>85.10</i>	<i>7.5</i>	<input checked="" type="checkbox"/>	<i>85.10</i>
" forward ...					
Tonnage opening aft ...	<i>4.50</i>	<i>2.53</i>	<i>7.5</i>	<input checked="" type="checkbox"/>	<i>2.53</i>
" forward ...					
Total ...	<i>260.37</i>	<i>342.93</i>			<i>342.93</i>

Standard Height of Superstructure *7.5'*
 " " R.Q.D. ☒
 Deduction for complete superstructure *42"*
 Percentage covered $\frac{S}{L} =$ *63.39*
 $\frac{S_1}{L} =$ *83.49*
 $\frac{E}{L} =$ *79.63*
 Percentage from Table, Line A. Tanker *79.63*
 (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 = $42 \times .7963 = - 33.44$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<i>51.07</i>	1	<i>51.07</i>	<i>51.00</i>	<i>51.00</i>	1	<i>51.00</i>
$\frac{1}{4}$ L from A.P. ...	<i>22.725</i>	4	<i>90.90</i>		<i>22.69</i>	4	<i>90.76</i>
$\frac{1}{2}$ L " ...	<i>5.62</i>	2	<i>11.24</i>		<i>5.61</i>	2	<i>11.22</i>
Amidships ...	-	4	-		-	4	-
$\frac{3}{4}$ L from F.P. ...	<i>11.235</i>	2	<i>22.47</i>		<i>13.86</i>	2	<i>27.72</i>
$\frac{1}{4}$ L " ...	<i>45.45</i>	4	<i>181.80</i>		<i>56.07</i>	4	<i>224.28</i>
F.P. ...	<i>102.15</i>	1	<i>102.15</i>	<i>126.00</i>	<i>126.00</i>	1	<i>126.00</i>
Total ...			<i>459.63</i>				<i>530.98</i>

Mean actual sheer aft = *> .75*
 Mean standard sheer aft =

Mean actual sheer forward = *Excess*
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = } *Tanker*
 " " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{71.35}{18} (.75 - .3169) = - 1.72$
 If limited on account of midship superstructure. *.4331* 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 = *29.30*
 Summer freeboard = *3.21*
 Moulded draught (d) = *26.09*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *6.52 = 6\frac{1}{2}*

Addition for Winter North Atlantic Freeboard (if required) = *6.52 + 4.11 = 10.63 = 10\frac{3}{4}*

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 = *6\frac{1}{2}*

TABULAR FREEBOARD corrected for Flush Deck (if required)

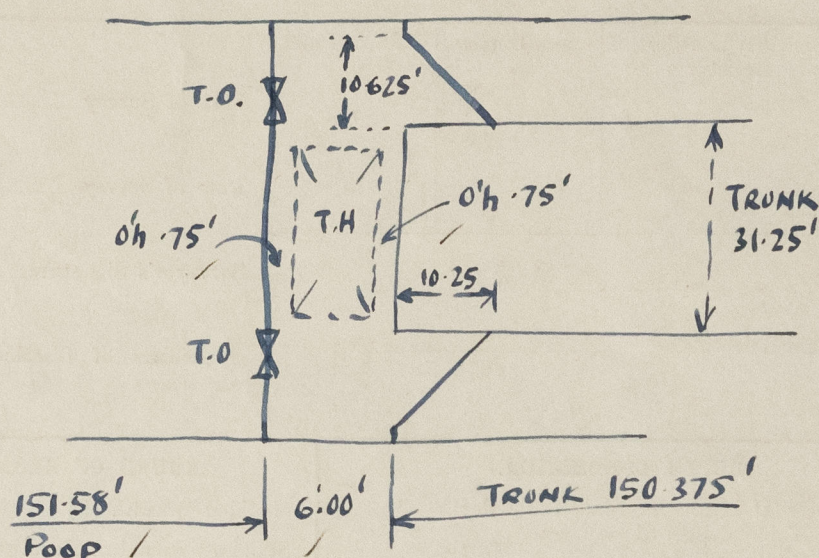
Correction for coefficient	$\frac{.738 + .68}{1.36} = \frac{1.418}{1.36}$	<i>65.09</i>
Depth Correction	<i>5.76</i>	
Deduction for superstructures	<i>33.44</i>	
Sheer correction	<i>1.72</i>	
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
Summer Freeboard	<i>38.47</i>	

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

Tropical Fresh Water Line above Centre of Disc	<i>13</i>
Fresh Water Line " "	<i>6\frac{1}{2}</i>
Tropical Line " "	<i>6\frac{1}{2}</i>
Winter Line below " "	<i>6\frac{1}{2}</i>
Winter North Atlantic Line " "	<i>10\frac{3}{4}</i>

Tropical Fresh Water Freeboard	<i>2\frac{1}{2}</i>
Fresh Water	<i>2\frac{1}{2}</i>
Tropical	<i>2\frac{1}{2}</i>
Winter	<i>2\frac{1}{2}</i>
Winter North Atlantic	<i>4\frac{1}{2}</i>

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.



31.25
10.625
41.875

Trunk	150.37	
less	10.25	
Parallel portion	$140.12' \times \frac{31.25'}{56.5} =$	77.50'
Sloping portion	$10.25' \times \frac{41.875}{56.5} =$	7.60
Equiv trunk		<u><u>85.10'</u></u>

31.25
10.625
41.875

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £



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Foundation