

Draught for Steamers Closed Bridge for Scantling purposes

# Lloyd's Register of Shipping.

Index. No. \_\_\_\_\_  
(For London Office only).

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>STUR 1708</b>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <b>410.67</b> Breadth <b>56.5</b> Depth <b>29.5</b>					Date of Survey <b>18.3.41</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <b>.78</b> ✓					Particulars of Classification <b>7100002</b> <i>Carrying passengers and cargo</i>

<b>Depth for Freeboard (D).</b> Moulded depth ... .. Stringer plate ... .. Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>29.51</b>	<b>Depth correction.</b> (a) Where D is greater than Table depth (D—Table depth) R = <b>+6.51</b> ✓ (b) Where D is less than Table depth (if allowed) (Table depth—D) R = If restricted by superstructures	<b>Round of Beam correction.</b> Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference Restricted to Correction = $\frac{\text{Diff}^o}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b>Nil</b>
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### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<b>151.62</b>	<b>151.62</b>				Standard Height of Superstructure _____ " " R.Q.D. _____
" overhang ...						
R.Q.D. enclosed ...						Deduction for complete superstructure Percentage covered $\frac{S}{L} =$ <b>58.42</b> ✓ " " $\frac{S_1}{L} =$ <b>80.96</b> ✓ " " $\frac{E}{L} =$ <b>76.49</b> ✓
Bridge enclosed ...	<b>139.50</b>	<b>39.50</b>				
" overhang aft ...						Percentage from Table, Line A. <b>76.49</b> ✓ (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)
" overhang forward						
Fore enclosed ...	<b>448.79</b>	<b>48.79</b>				Deduction = <b>42 × 76.49 = 32.12</b> ✓
" overhang ...						
Trunk aft ...		<b>47.13</b> ✓				
" forward ...		<b>45.41</b> ✓				
Tonnage opening aft ...						
" " forward						
Total ...	<b>239.91</b>	<b>332.45</b> ✓				

### SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	
A.P. ...		1				1		Mean actual sheer aft = Mean standard sheer aft =
$\frac{1}{8}L$ from A.P. ...		4				4		
$\frac{2}{8}L$ " ...		2				2		Mean actual sheer forward = Mean standard sheer forward =
Amidships ...		4				4		
$\frac{3}{8}L$ from F.P. ...		2				2		Length of enclosed superstructure forward of amidships = " " aft of " =
$\frac{4}{8}L$ " ...		4				4		
F.P. ...		1				1		
Total ...								

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) =$  **Nil** ✓

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

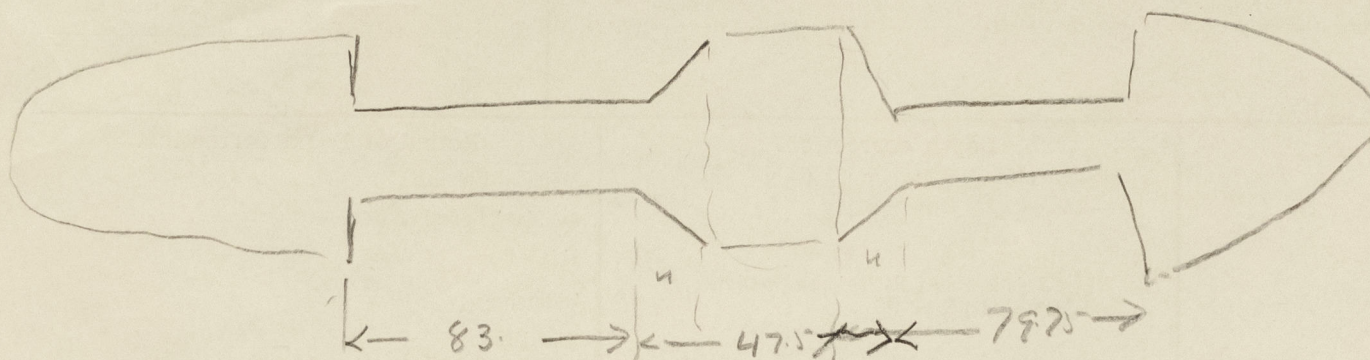
<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>29.55</b> ✓ Summer freeboard = <b>4.56</b> Moulded draught (d) = <b>24.99</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40T}$ inches =	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ...</td> <td><b>6.51</b></td> <td></td> </tr> <tr> <td>Deduction for superstructures ...</td> <td></td> <td><b>32.12</b></td> </tr> <tr> <td>Sheer correction ...</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction ...</td> <td></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td></td> <td></td> </tr> <tr> <td><b>Summer Freeboard</b></td> <td><b>6.51</b></td> <td><b>32.12</b></td> </tr> </table>		+	-	Depth Correction ...	<b>6.51</b>		Deduction for superstructures ...		<b>32.12</b>	Sheer correction ...			Round of Beam correction ...			Correction for Thickness of Deck amidships ...			Other corrections, scantlings, etc. ...			<b>Summer Freeboard</b>	<b>6.51</b>	<b>32.12</b>
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### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...	
Fresh Water Line " " ...	
Tropical Line " " ...	
Winter Line below " " ...	
Winter North Atlantic Line " " ...	

Tropical Fresh Water Freeboard ...	
Fresh Water " " ...	
Tropical " " ...	
Winter " " ...	
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.



Trunk aft

$$\begin{aligned} \sqrt{83} \times \frac{30}{56.5} &= 44.07 \quad \checkmark \\ 4 \times \frac{30 + 56.5}{2 \times 56.5} &= \frac{3.06}{47.13} \quad \checkmark \end{aligned}$$

$$\begin{array}{r} 83 \\ 47.5 \\ \hline 79.75 \\ 206.25 \checkmark \end{array} \quad \begin{array}{r} 56.5 \\ 30.0 \\ \hline 86.5 \end{array}$$

Trunk fwd.

$$\begin{aligned} 79.75 \times \frac{30}{56.5} &= 42.35 \quad \checkmark \\ 4 \times \frac{30 + 56.5}{2 \times 56.5} &= \frac{3.06}{45.41} \quad \checkmark \end{aligned}$$

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £



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Foundation