

AMENDED.

Rpt. C.11 (Comp.).

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 TUNG SONG.	Official Number 132317	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length 180-0' Breadth 29-0' Depth 10-10³/₄'					Date of Survey 28.3.52
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing)					Surveyor's Signature
Coefficient of fineness for use with Tables .789					Particulars of Classification Unclamped

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 10.90	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) 29.00
Stringer plate04	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{29.00 \times 12}{50} = 7.08$
Sheathing on exposed deck	(12.00 - 10.94) 1.06 $\times 1.385 = -1.47$	Ship's Round of Beam = 7.00
$T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Difference + .04
Depth for Freeboard (D) = 10.94		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.04}{4} \times 1.264 = .01$

DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poep enclosed	5.00	5.00	7'-6"	✓	5.00
" overhang	18.00	9.00	7'-6"	✓	9.00
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	23.00	23.00	7'-6"	✓	23.00
" overhang	134.00	97.50	7'-6"	✓	97.50
Trunk aft					
" forward		1/2 DIFF.			
Tonnage opening aft	4.00	22.75		✓	22.75
" " forward					
Total	180.00	157.25			157.25

Standard Height of Superstructure 6.00	
" " R.Q.D. ✓	
Deduction for complete superstructure 24.00	
Percentage covered $\frac{S}{L} = \frac{157.25}{180} = 87.36$	
" " $\frac{S_1}{L} = \frac{97.50}{180} = 54.17$	
" " $\frac{E}{L} = \frac{157.25}{180} = 87.36$	
Percentage from Table, Line A. 84.43	
(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 = 24.00 x .8443 = 20.26	

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P.	28.00	1		28.00	19.00	15.00	1
1/2 L from A.P.	12.46	4		49.84	4.00	0.00	4
3/4 L "	3.08	2		6.16	0.00	-4.00	2
Amidships	✓	4		✓	4.00	✓	4
3/4 L from F.P.	6.16	2		12.32	8.00	4.00	2
1/2 L "	24.92	4		99.68	18.00	14.00	4
F.P.	56.00	1		56.00	41.00	37.00	1
Total				248.00			

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{248}{18} \times .25 = +13.78$

If limited on account of midship superstructure.

Mean actual sheer aft = **15.00**
Mean standard sheer aft = **15.00**
Mean actual sheer forward = **14.00**
Mean standard sheer forward = **14.00**

Length of enclosed superstructure forward of amidships = **108.00**
" " aft of " = **108.00**

DEFICIENT.

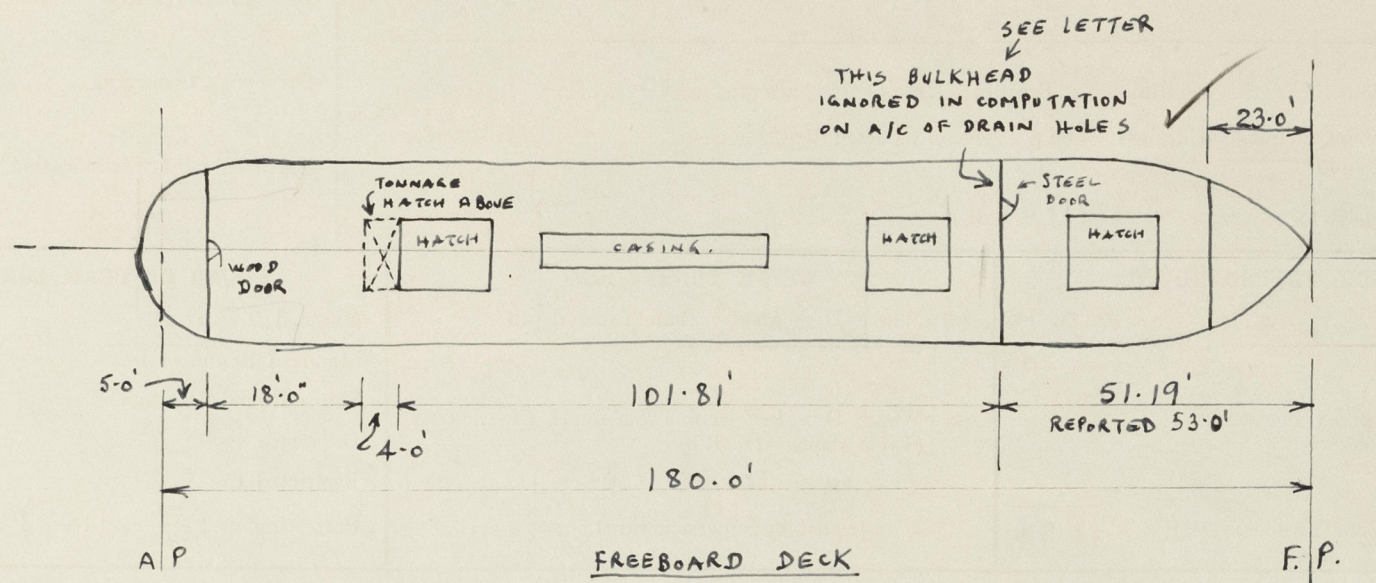
2.20" = +1.24"

If limited to maximum allowance of 1 1/2 ins. per 100 ft. **✓**

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 11.17' Summer freeboard = 0.90 Moulded draught (d) = 10.27 Keel allowance = ✓ Extreme draught = ✓ Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2.57" Addition for Winter North Atlantic Freeboard (if required) = 2 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 = 2 3/4"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.789 + .68}{1.36} = \frac{1.469}{1.36}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>✓</td> <td>1.47</td> </tr> <tr> <td>Deduction for superstructures</td> <td>2.20</td> <td>20.26</td> </tr> <tr> <td>Sheer correction</td> <td>1.24</td> <td>✓</td> </tr> <tr> <td>Round of Beam correction</td> <td>✓</td> <td>.01</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>2.75</td> <td>✓</td> </tr> <tr> <td>Other corrections, scantlings, etc. CORRESPONDING TO A SUMMER MOULDED DRAUGHT OF 10.26' (ACTUAL 10.27')</td> <td>2.39</td> <td>✓</td> </tr> <tr> <td></td> <td>11.10</td> <td>21.74</td> </tr> </table> Summer Freeboard = 10.75		+	-	Depth Correction	✓	1.47	Deduction for superstructures	2.20	20.26	Sheer correction	1.24	✓	Round of Beam correction	✓	.01	Correction for Thickness of Deck amidships	2.75	✓	Other corrections, scantlings, etc. CORRESPONDING TO A SUMMER MOULDED DRAUGHT OF 10.26' (ACTUAL 10.27')	2.39	✓		11.10	21.74
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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	2 3/4"	Tropical Fresh Water Freeboard	0'-10 3/4"
Fresh Water Line	2 3/4"	Fresh Water	0'-10 3/4"
Tropical Line	✓	Tropical	0'-10 3/4" (LIMITED)
Winter Line below	not assigned	Winter	not assigned
Winter North Atlantic Line	not assigned	Winter North Atlantic	not assigned

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.



Trade of ship _____

Names of sister ships _____

Builder's name and yard number _____

Owners _____

Fee £ _____



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Foundation