

Timber
Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 38172
(For London Office only).

Ship's Name <i>Empire Crusoe</i>	Official Number <i>169628</i>	Nationality and Port of Registry <i>British Tron</i>	Gross Tonnage <i>2958</i>	Date of Build <i>1945</i>	Port of Survey <i>Tron</i>
Moulded Dimensions: Length <i>310.44</i> Breadth <i>46.33</i> Depth <i>25.17</i>					Date of Survey <i>14th Dec 1945</i> <i>H. W. Dickson</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature <i>H. W. Dickson</i>
Coefficient of fineness for use with Tables <i>.765</i>					Particulars of Classification <i>+ LOOTH (Continued)</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth	(a) Where D is greater than Table depth (D - Table depth) R = <i>+ 10.75</i>	Moulded Breadth (B)
Stringer plate	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam =
Depth for Freeboard (D) = <i>25.20</i>		Difference
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>+ .02</i>

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					
„ overhang					
Bridge enclosed					
„ overhang aft					
„ overhang forward					
„ enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft					
„ „ forward					
Total					

Standard Height of Superstructure _____
„ „ R.Q.D. _____
Deduction for complete superstructure *36.03*
Percentage covered $\frac{S}{L} =$ _____
„ „ $\frac{S_1}{L} =$ _____
„ „ $\frac{E}{L} =$ *46.20*
Percentage from Table, Line A. *Timber* *66.87* ✓
(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 = *36.03 x .6687 = 24.09*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.		1					1		
$\frac{1}{8}$ L from A.P.		4					4		
$\frac{3}{8}$ L „		2					2		
Amidships		4					4		
$\frac{3}{8}$ L from F.P.		2					2		
$\frac{1}{8}$ L „		4					4		
F.P.		1					1		
Total									

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) =$ *+ 6.27* ✓
If limited on account of midship superstructure. _____
If limited to maximum allowance of 1½ ins. per 100 ft. _____

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *25.20* ✓
Summer freeboard = *3.48* ✓
Moulded draught (d) = *21.72* ✓
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *5.43 = 5½* ✓
Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{3} = 7.24 = 7¼$ ✓

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 = $\frac{\Delta}{40T}$ inches = *5¾* ✓

TABULAR FREEBOARD corrected for Flush Deck (if required)
Correction for coefficient

	+	-
Depth Correction	<i>10.75</i>	
Deduction for superstructures		<i>24.09</i>
Sheer correction	<i>6.27</i>	
Round of Beam correction	<i>.02</i>	
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
	<i>17.04</i>	<i>24.09</i>
Summer Freeboard =	<i>41.84</i> ✓	

82.8
3.10.45

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

Timber Tropical Fresh Water Line above Centre of Disc	<i>23½</i> ✓	Timber Tropical Fresh Water Freeboard	<i>3-5¼</i> ✓
„ Fresh Water Line	<i>18</i> ✓	„ Fresh Water	<i>3-0</i> ✓
„ Tropical Line	<i>17¾</i> ✓	„ Tropical	<i>3-0¼</i> ✓
„ Winter Line	<i>5</i> ✓	„ Winter	<i>4-1</i> ✓
„ Winter North Atlantic Line	<i>7¼</i> ✓	„ Winter North Atlantic	<i>5-1¼</i> ✓
„ Summer	<i>12¼</i> ✓		

11.10.45
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