

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

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	
<i>Anthony</i> " <del>GULFSIDE</del> "	<del>170000</del>	<i>Panama.</i> <del>British</del> <del>Montreal, P.Q.</del>	7126	1944	Port <del>at Survey</del> <i>MONTREAL, P.Q.</i> Date <del>at Survey</del> <i>January, 1951.</i> Surveyor's Signature <i>[Signature]</i> Particulars of Classification <i>*100 A1 with freeboard</i>
Moulded Dimensions: Length..... Breadth..... Depth..... Moulded displacement at moulded draught = 85 per cent. of moulded depth..... tons Coefficient of fineness for use with Tables.....					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... ..	(a) Where D is greater than Table depth (D—Table depth) R =	Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50}$ =
Stringer plate ... ..	(b) Where D is less than Table depth (if allowed) (Table depth—D) R =	Ship's Round of Beam =
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		Difference
Depth for Freeboard (D) =	If restricted by superstructures	Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right)$ =

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>i</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..					
„ overhang ... ..					
R.Q.D. enclosed ... ..					
„ overhang ... ..					
Bridge enclosed ... ..					
„ overhang aft ... ..					
„ overhang forward ... ..					
Fore enclosed ... ..					
„ overhang ... ..					
Trunk aft ... ..					
„ forward ... ..					
Tonnage opening aft ... ..					
„ „ forward ... ..					
Total ... ..					

SEE COMPUTATION DATA

Standard Height of Superstructure .....

„ „ R.Q.D. ....

Deduction for complete superstructure.....

Percentage covered  $\frac{S}{L} =$

„ „  $\frac{S_i}{L} =$

„ „  $\frac{E}{L} =$

Percentage from Table, Line A.  
(corrected for absence of forecastle (if required))

Percentage from Table, Line B.  
(corrected for absence of forecastle (if required))

Interpolation for bridge less than  $\cdot 2L$  (if required)

Deduction =

**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	
$\frac{2}{8}$ L „ ...		2				2	
Amidships ...		4				4	
$\frac{2}{8}$ L from F.P. ...		2				2	
$\frac{1}{8}$ L „ ...		4				4	
F.P. ...		1				1	
Total ...							

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

If limited on account of midship superstructure.

Mean actual sheer aft =  
 Mean standard sheer aft =  
  
 Mean actual sheer forward =  
 Mean standard sheer forward =  
  
 Length of enclosed superstructure forward of amidships =  

L

  
 „ „ aft of „ =

Date of Survey  
 SEPTEMBER, 1944.

[illegible]

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <del>Wood</del> Steel, Deck :-			
Tropical Fresh Water Line above Centre of Disc	362	7/16 14-1/4"	Tropical Fresh Water Freeboard ... 8'-9-1/2" 2984 <sup>mm</sup>
Fresh Water Line " "	184	"... 7-1/4"	" " " " 8'-7-1/4" 2622 "
Tropical Line " "	178	"... 7"	" " " " 9'-2-1/4" 2800 "
Winter Line below " "	178	"... 7"	" " " " 9'-2-1/2" 2806 "
Winter North Atlantic Line " "	not assigned		" " " " 10'-4-1/2" 3162 "