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(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Moors Fulmar 8821</i> <i>regd No. 387/8.</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>535.75</i> Breadth <i>74</i> Depth <i>57.0</i> <i>Assumed of under store</i>					Date of Survey <i>24-3-44</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature
Coefficient of fineness for use with Tables <i>.842 (assumed)</i>					Particulars of Classification <i>100% intact - Carrying petroleum in bulk (contingent)</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <i>46.60</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(46.60 - 35.71) × 3 = +32.85</i>	Moulded Breadth (B)
Stringer plate ... <i>.06</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>10.95</i>	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>46.60</i>		Difference <i>assumed standard</i>
		Restricted to <i>Nil</i>
		Correction = $\frac{\text{Diff}^a}{4} \times \left( 1 - \frac{S_1}{L} \right) =$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
.. overhang ...					
R.Q.D. enclosed ...					
.. overhang ...					
Bridge enclosed ...					
.. overhang aft ...					
.. overhang forward ...					
F'cle enclosed ...					
.. overhang ...					
Trunk aft ...					
.. forward ...					
Tonnage opening aft ...					
.. forward ...					
Total ...					

Standard Height of Superstructure *7.5*

" " R.Q.D. *42*

Deduction for complete superstructure

Percentage covered  $\frac{S}{L} =$  *40%*

" "  $\frac{S_1}{L} =$

" "  $\frac{E}{L} =$

Percentage from Table, Line A. *23.5*

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. *27.5*

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required) *25.5*

Deduction = *42 × 25.5 = 10.71*

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

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 =

" " aft of " =

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

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = <i>46.60</i>	$\Delta =$	
Summer freeboard = <i>12.34</i>	Tons per inch immersion at summer load water line	
Moulded draught (d) = <i>34.32</i>	T =	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40T}$ inches =	
Addition for Winter North Atlantic Freeboard (if required) =		

112.51 ✓

125.91 ✓

32.85 ✓

10.71 ✓

22.14 ✓

Summer Freeboard = 148.05 ✓

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

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

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Foundation

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