

*Basic F.S.F.D draught, for scantlings.
assuming 20'-3" added to ship*

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

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

Ship's Name <i>Fort Ankerst</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>330.25</i> Breadth <i>45</i> Depth <i>27.08</i>					Date of Survey <i>2.10.44.</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>.68. assumed.</i>					Particulars of Classification

Depth for Freeboard (D). Moulded depth <i>27.08.</i> Stringer plate <i>.03</i> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <i>✓</i> Depth for Freeboard (D) = <i>27.11</i>	Depth correction. (a) Where D is greater than Table depth (D - Table depth) R = $(27.11 - 22.02) \times 2.54 = +12.93.$ <i>5.09</i> (b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>✓</i> If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference <i>assumed normal.</i> Restricted to Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>NIL.</i>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure
„ overhang						„ „ R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure
„ overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						„ $\frac{S_1}{L} =$ <i>nil.</i>
„ overhang aft						„ $\frac{E}{L} =$
„ overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed						Percentage from Table, Line B. (corrected for absence of forecastle (if required))
„ overhang						Interpolation for bridge less than 2L (if required)
Trunk aft						Deduction = <i>nil.</i>
„ forward						
Tonnage opening aft						
„ „ forward						
Total						

SHEER CORRECTION.

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

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

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <i>27.11.</i> Summer freeboard = <i>5.33</i> Moulded draught (d) = <i>21.78</i> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	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 =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient <i>NIL.</i> Depth Correction <i>12.93</i> Deduction for superstructures Sheer correction Round of Beam correction Correction for Thickness of Deck amidships Other corrections, scantlings, etc. <i>12.93</i> Summer Freeboard = <i>64.00</i>
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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	Tropical Fresh Water Freeboard
Fresh Water Line „ „	Fresh Water „ „
Tropical Line „ „	Tropical „ „
Winter Line below „ „	Winter „ „
Winter North Atlantic Line „ „	Winter North Atlantic „ „