

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

 Index No. _____
 (For London Office only.)

Ship's Name IRENE S EMBIRICOS	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build 1927 9 Nov	Port of Survey
Moulded Dimensions: Length 392.5 ✓ Breadth 52.00 ✓ Depth 34.83 ✓					Date of Survey 15/8/50
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature gc
Coefficient of fineness for use with Tables 792 (estimated) ✓					Particulars of Classification

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 34.83	(a) Where D is greater than Table depth (D-Table depth) R = (34.88 - 26.17) 3 = +26.13 ✓	Moulded Breadth (B) 52.00
Stringer plate05	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ 12.48
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 13.00
Depth for Freeboard (D) = 34.88 ✓		Difference +0.92 ✓
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{0.52}{4} \times 1 = -0.13$

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

flush deck

Standard Height of Superstructure **7.425'**
 „ „ R.Q.D. _____
 Deduction for complete superstructure **41.50**
 Percentage covered $\frac{S}{L} =$
 „ „ $\frac{S_1}{L} =$
 „ „ $\frac{E}{L} =$
 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 .2L (if required)
 Deduction = **NIL** ✓

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	49.25	1	49.25	79	79	1	79
$\frac{1}{4}L$ from A.P.	21.91	4	87.64	39	39	4	156
$\frac{2}{4}L$ „	5.42	2	10.84	15	15	2	30
Amidships	✓	4	✓	✓	✓	4	✓
$\frac{3}{4}L$ from F.P.	10.83	2	21.66	18	18	2	36
$\frac{1}{4}L$ „	43.82	4	175.28	70	70	4	280
F.P.	98.50	1	98.50	133	133	1	133
Total			443.17				714.0

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 „ =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{270.83}{18} \times .75 = -11.28''$ ✓
 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 = **34.88** ✓
 Summer freeboard = **8.00** ✓
 Moulded draught (d) = **26.88** ✓

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

Depth Correction
 Deduction for superstructures
 Sheer correction
 Round of Beam correction
 Correction for Thickness of Deck amidships
 Other corrections, scantlings, etc.

+	-
26.13	11.28
✓	✓
✓	0.13
✓	✓
26.13	11.41

Summer Freeboard = **95.96** ✓

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 „ „