

F.S. Flush deck

Index No. _____
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <u>IRENE S. EMBIRICOS</u>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build <u>1927</u> <u>9 Mos.</u>	Port of Survey
Moulded Dimensions: Length <u>392.5'</u> Breadth <u>52.0'</u> Depth <u>34.83'</u>					Date of Survey <u>11/8/50.</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature <u>g.b.</u>
Coefficient of fineness for use with Tables <u>.792</u> <u>Correct</u>					Particulars of Classification

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <u>34.83</u>	(a) Where D is greater than Table depth (D-Table depth) R = <u>(34.88 - 26.17) 3.0 = +26.13</u> ✓	Moulded Breadth (B)
Stringer plate <u>.05</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>8.71</u>	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) = <u>34.88</u>		Difference
		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \text{NIL}$

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					
F'cle enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft					
„ forward					
Total					

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.		1				1	
$\frac{1}{4}L$ from A.P.		4				4	
$\frac{2}{4}L$ „		2				2	
Amidships		4				4	
$\frac{2}{4}L$ from F.P.		2				2	
$\frac{1}{4}L$ „		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.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 34.88

Summer freeboard = 8.42

Moulded draught (d) = 26.46

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

Correction for coefficient

Depth Correction 26.13 ✓

Deduction for superstructures ✓

Sheer correction ✓

Round of Beam correction ✓

Correction for Thickness of Deck amidships ✓

Other corrections, scantlings, etc. ✓

Summer Freeboard = 101.00

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

Tropical Fresh Water Line above Centre of Disc

Fresh Water Line „ „

Tropical Line „ „

Winter Line below „ „

Winter North Atlantic Line „ „

Tropical Fresh Water Freeboard

Fresh Water „ „

Tropical „ „

Winter „ „

Winter North Atlantic „ „

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

$$\begin{aligned}\text{change of } C_b &= \left[.85 - .85 \left(\frac{\text{smaller depth}}{\text{larger depth}} \right) \right] \frac{C}{.1} \\ &= \left[.85 - .85 \left(\frac{26.83}{34.83} \right) \right] \frac{.012}{.1} \\ &= (.85 - .655) \cdot 12 \\ &= .195 \times .12 \\ &= .023 \checkmark\end{aligned}$$

$$\begin{aligned}C_b \text{ at } 85\% \text{ of } 34'-10'' &= .769 + .023 \\ &= .792 \checkmark\end{aligned}$$

Trade of ship _____

Names of sister ships _____

Builder's name and yard number _____

Owners _____

Fee £ _____



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