C.S.S.

Rpt. C.11 (Comp.).

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
IRENE S. EMBIRICOS				1927 9 mo.

Port of Survey _____

Date of Survey ___11/8/50___

Surveyor's Signature ___76___

Particulars of Classification _____

Moulded Dimensions : Length _392.5'_ Breadth _52.0'_ Depth _26.83_

Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons

Coefficient of fineness for use with Tables ___.769___

DEPTH FOR FREEBOARD (D).

Moulded depth ... ... _26.83_

Stringer plate ... ... _.05_

Sheathing on exposed deck

$T\left(\dfrac{L-S}{L}\right) =$ ✓

Depth for Freeboard (D) = _26.88_

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D—Table depth) R =
$(26.88 - 26.17)3 = + 2.13$ ✓
.71

(b) Where D is less than Table depth (if allowed)
(Table depth—D) R =

If restricted by superstructures

ROUND OF BEAM CORRECTION.

Moulded Breadth (B)

Standard Round of Beam $= \dfrac{B \times 12}{50} =$

Ship's Round of Beam =

Difference

Restricted to

Correction $= \dfrac{Diff^\circ}{4} \times \left(1 - \dfrac{S_1}{L}\right) =$ NIL

DEDUCTION FOR SUPERSTRUCTURES.

Station	Mean Covered Length (S)	Equivalent Enclosed Length (S₁)	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 $\dfrac{S}{L}$

" " $\dfrac{S_1}{L} =$ } 100.0

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

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 = ___41.5___

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
⅙L from A.P. ...		4				4	
²⁄₆L from A.P. ...		2				2	
Amidships ...		4				4	
²⁄₆L from F.P. ...		2				2	
⅙L " ...		4				4	
F.P.		1				1	
Total ...							

Standard

L.R. Tyon Bk Ht = 8.0
L.L. " " " = 7.425
5.75

Mean actual sheer aft
Mean standard sheer aft =

Mean actual sheer forward
Mean standard sheer forward =

Length of enclosed superstructure / L forward of amidships =

" " aft of " =

−.58"

Correction $= \dfrac{\text{Difference between sums of products}}{18}\left(.75 - \dfrac{S}{2L}\right) =$ 12?

If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Ft.

Depth to Freeboard Deck = _26.88_

Summer freeboard = _2.8?_

Moulded draught (d) = _24.0?_

Deduction for Tropical freeboard and addition for

Winter freeboard = $\dfrac{d}{4}$ 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 $= \dfrac{\Delta}{40\,T}$ inches

=

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

.769 + 68   1.449
1.36   1.36

69.17
43.70

	+	−
Depth Correction	2.13	
Deduction for superstructures		41.5
Sheer correction		.58
Round of Beam correction		
Correction for Thickness of Deck amidships ...		
Other corrections, scantlings, etc.	42.08	39.95
	2.13 41.50	− 39.37

Summer Freeboard = 34.38 33.75

PR
11.8.50

2-9½"

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 "	

2m.9.49. T.

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