

Caithness 34771
British Prince 34493

Kunross 34640

Ross 34924

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 34904
(For London Office only).

| | | | | | |
|--|----------------------------------|--|---------------|------------------------------|-------------------------------|
| Ship's Name "PEEBLES" | Official Number 161594 | Nationality and Port of Registry BRITISH NEWCASTLE | Gross Tonnage | Date of Build 1936 | Port of Survey |
| Moulded Dimensions: Length 416.83 Breadth 53.96 Depth 37.25 | | | | | Date of Survey 23-4-41 |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth tons | | | | | Surveyor's Signature |
| Coefficient of fineness for use with Tables .772 (estimated) | | | | | Particulars of Classification |

| Depth for Freeboard (D). | Depth correction. | Round of Beam correction. |
|---|--|---|
| Moulded depth 37.25 | (a) Where D is greater than Table depth (D - Table depth) R = (37.30 - 27.79) x 3 = +18.53 9.51 | Moulded Breadth (B) 53.96 |
| Stringer plate5905 | (b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓ | Standard Round of Beam = $\frac{B \times 12}{50} =$ 12.95 |
| Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ | If restricted by superstructures ✓ | Ship's Round of Beam = 13.50 |
| Depth for Freeboard (D) = 37.80 | | Difference .55 |
| | | Restricted to ✓ |
| | | Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.55}{4} = -.14''$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S _i) | 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 | | | | | |

Flush Deck.

Standard Height of Superstructure _____
 „ „ R.Q.D. _____
 Deduction for complete superstructure _____
 Percentage covered $\frac{S}{L} =$ **0**
 „ „ $\frac{S_i}{L} =$ **0**
 „ „ $\frac{E}{L} =$ **0**
 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 = **Nie**

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|----------------------------------|-------------------|---|---|---------------|-----------------|--------------------|---|---|---------------|
| A.P. | 51.68 | 1 | | 51.68 | 50.75 | 50.75 | 1 | | 50.75 |
| $\frac{1}{2}$ L from A.P. | 22.995 | 4 | | 91.98 | 23.50 | 23.50 | 4 | | 94.00 |
| $\frac{3}{8}$ L „ | 5.685 | 2 | | 11.37 | 6.50 | 6.50 | 2 | | 13.00 |
| Amidships | - | 4 | | - | - | - | 4 | | - |
| $\frac{3}{8}$ L from F.P. | 11.37 | 2 | | 22.74 | 12.76 | 12.76 | 2 | | 25.52 |
| $\frac{1}{2}$ L „ | 45.99 | 4 | | 183.96 | 49.00 | 49.00 | 4 | | 196.00 |
| F.P. | 103.36 | 1 | | 103.36 | 108.00 | 108.00 | 1 | | 108.00 |
| Total | | | | 465.09 | | | | | 487.27 |

Mean actual sheer aft = **Excess**
 Mean standard sheer aft = **Excess**
 Mean actual sheer forward = **Excess**
 Mean standard sheer forward = **Excess**
 Length of enclosed superstructure forward of amidships = **Excess**
 „ „ aft of „ = **Excess**
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{22.18}{18} (.75) = -.92''$
 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. | Deduction for Fresh Water. | TABULAR FREEBOARD |
| Addition for Winter and Winter North Atlantic Freeboard. | Displacement in salt water at summer load water line | 76.79 + 6.25 |
| Depth to Freeboard Deck = 37.80 | $\Delta =$ | corrected for Flush Deck (if required) |
| Summer freeboard = 10.946 | Tons per inch immersion at summer load water line | .772 + .68 = 1.452 |
| Moulded draught (d) = 26.344 | T = | 1.36 |
| Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.586 | Deduction = $\frac{\Delta}{40T}$ inches = 7" | Correction for coefficient |
| Addition for Winter North Atlantic Freeboard (if required) = | | 83.04 |
| | | 88.66 |
| | | Depth Correction 18.53 |
| | | Deduction for superstructures - |
| | | Sheer correction92 |
| | | Round of Beam correction14 |
| | | Correction for Thickness of Deck amidships - |
| | | Other corrections, scantlings, etc. 6.10 |
| | | Summer Freeboard = 131.50 |

with a summer immersed draught of 26'-4" (26'-4" actual)

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

| | |
|---|---|
| Tropical Fresh Water Line above Centre of Disc ... 13 1/2" | Tropical Fresh Water Freeboard ... 10'-11 1/2" |
| Fresh Water Line „ „ ... 7" | Fresh Water „ „ ... 9'-10" |
| Tropical Line „ „ ... 6 1/2" | Tropical „ „ ... 10'-4 1/2" |
| Winter Line below „ „ ... 6 1/2" | Winter „ „ ... 10'-5" |
| Winter North Atlantic Line „ „ ... ✓ | Winter North Atlantic „ „ ... ✓ |