

Brantley Purpura

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

Index. No. 38033
(For London Office only).

Ship's Name <i>Vickers 948/9.</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>1446</i> Breadth <i>66</i> Depth <i>36.5</i> <i>28</i>	Moulded displacement at moulded draught = 85 per cent. of moulded depth tons				Date of Survey <i>4-4-45</i>
Coefficient of fineness for use with Tables <i>.74 assumed</i>					Surveyor's Signature
					Particulars of Classification

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth <i>36.50</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(36.54 - 29.73) x 3 = 20.43</i> ✓	Moulded Breadth (B)
Stringer plate <i>.04</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>6.81</i>	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 <i>8 standard</i> ✓
Depth for Freeboard (D) = <i>36.54</i>		Difference
		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>Nil</i> ✓

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 <i>42</i> ✓
„ overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						„ „ $\frac{S_1}{L} =$ } <i>assumed 82%</i> ✓
„ overhang aft						„ „ $\frac{E}{L} =$
„ overhang forward						Percentage from Table, Line A.
F'cle enclosed						(corrected for absence of forecastle (if required))
„ overhang						Percentage from Table, Line B. <i>77.78</i> ✓
Trunk aft						(corrected for absence of forecastle (if required))
„ forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = <i>42 x .7778 = -32.66</i> ✓
„ „ forward						
Total						

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual sheer aft =
A.P.		1					1			Mean standard sheer aft =
$\frac{1}{8}$ L from A.P.		4					4			Mean actual sheer forward =
$\frac{2}{8}$ L „		2					2			Mean standard sheer forward =
Amidships		4					4			Length of enclosed superstructure forward of amidships =
$\frac{3}{8}$ L from F.P.		2					2			„ „ aft of „ =
$\frac{1}{8}$ L „		4					4			
F.P.		1					1			
Total										

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

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 corrected for Flush Deck (if required)	<i>85.86</i> ✓
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient <i>.74 + .08 = .82</i> ✓	<i>89.05</i> ✓
Depth to Freeboard Deck = <i>36.54</i> ✓	$\Delta =$	Depth Correction <i>20.43</i> ✓	
Summer freeboard = <i>6.45</i> ✓	Tons per inch immersion at summer load water line	Deduction for superstructures <i>32.66</i> ✓	
Moulded draught (d) = <i>30.09</i> ✓	T =	Sheer correction	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40T}$ inches =	Round of Beam correction	
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships	
		Other corrections, scantlings, etc.	
		<i>20.43 32.66 - 12.23</i> ✓	
		Summer Freeboard = <i>77.42</i> ✓	

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 „ „