Rpt. C.11 (Comp.).

Approximate only

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

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
VICKERS 948/9.				

Port of Survey .....

Date of Survey .....

Surveyor's Signature .....

Particulars of Classification .....

Moulded Dimensions: Length 446 Breadth 66 Depth 36.5 − 7.5 = 29.0

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

Coefficient of fineness for use with Tables .714 assumed

DEPTH FOR FREEBOARD (D).

Moulded depth 29.0

Stringer plate ... ... .04

Sheathing on exposed deck

$T\left(\frac{L-S}{L}\right) =$

Depth for Freeboard (D) = 29.04

DEPTH CORRECTION.

(a) Where D is greater than Table depth (D—Table depth) R =

(b) Where D is less than Table depth (if allowed) (Table depth—D) R = (29.73 − 29.04) 3 = −2.07"
.69

If restricted by superstructures ✓

ROUND OF BEAM CORRECTION.

Moulded Breadth (B)

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

Ship's Round of Beam =

Difference

Restricted to

Correction $= \frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right)$ = 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			CSS		
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft ...					
„ „ forward...					
Total					

Standard Height of Superstructure .....

„ „ R.Q.D. .....

Deduction for complete superstructure .....

Percentage covered $\frac{S}{L} =$

„ „ $\frac{S_1}{L} =$ } CSS

„ „ $\frac{E}{L} =$

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 = −42.0

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
$\frac{1}{6}$L from A.P. ...		4				4	
$\frac{2}{6}$L „ ...		2				2	
Amidships ...		4				4	
$\frac{2}{6}$L from F.P. ...		2				2	
$\frac{1}{6}$L „ ...		4				4	
F.P.		1				1	
Total ...							

$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} =$

$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} =$

$\frac{\text{Length of enclosed superstructure}}{L}$ forward of amidships =

„ „ aft of „ =

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

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 Freebroad.

		Ft.
Depth to Freeboard Deck	=	29.04
Summer freeboard	=	3.66
Moulded draught (d)	=	25.38

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

△ =

Tons per inch immersion at summer load water line

T =

Deduction $= \frac{\triangle}{40\ T}$ inches

=

TABULAR FREEBOARD corrected for Flush Deck (if required) 85.86

Correction for coefficient $\frac{.714 + .68}{1.36}$ 1.394/1.36 88.07

	+	−
Depth Correction	–	2.07
Deduction for superstructures	–	42.00
Sheer correction	–	–
Round of Beam correction	–	–
Correction for Thickness of Deck amidships ...	–	–
Other corrections, scantlings, etc.	–	–
	–	44.07

− 44.07

Summer Freeboard = 43.94

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :— 3.66

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 „	

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