

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name Empire Dove ex Hermes	Official Number	Nationality and Port of Registry LONDON	Gross Tonnage	Date of Build	Port of Survey Hamburg
Moulded Dimensions: Length 100.0 m Breadth 14.5 m Depth 5.90 m					Date of Survey 7.6.49
Moulded displacement at moulded draught = 85 per cent. of moulded depth (5.02m) 4690 (1000 kg) tons 4616					Surveyor's Signature <i>Friedrich Olfen</i>
Coefficient of fineness for use with Tables 0.68					Particulars of Classification

DEPTH FOR FREEBOARD (D). Moulded depth 5.90 m Stringer plate 0.013 m Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 5.913 m	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 = If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 14.5 Standard Round of Beam = $\frac{B \times 12}{50} =$ 290mm Ship's Round of Beam = Difference Restricted to Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) =$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	7.2		2.60			Standard Height of Superstructure
„ overhang	53					„ „ R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure
„ overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed	91.05		2.60			„ „ $\frac{S_1}{L} =$
„ overhang aft						„ „ $\frac{E}{L} =$
„ overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed						Percentage from Table, Line B. (corrected for absence of forecastle (if required))
„ overhang						Interpolation for bridge less than .2L (if required)
Trunk aft						Deduction =
„ forward	1.22					
Tonnage opening aft	1.75		2.60			
„ „ forward						
Total	100.0					

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1		1389		1	
$\frac{1}{4}$ L from A.P.		4		652		4	
$\frac{2}{8}$ L „		2		152		2	
Amidships		4		0		4	
$\frac{2}{8}$ L from F.P.		2		242		2	
$\frac{1}{4}$ L „		4		966		4	
F.P.		1		2274		1	
Total							

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

If limited on account of midship superstructure.

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

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

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

$$\text{„ „ aft of „} =$$

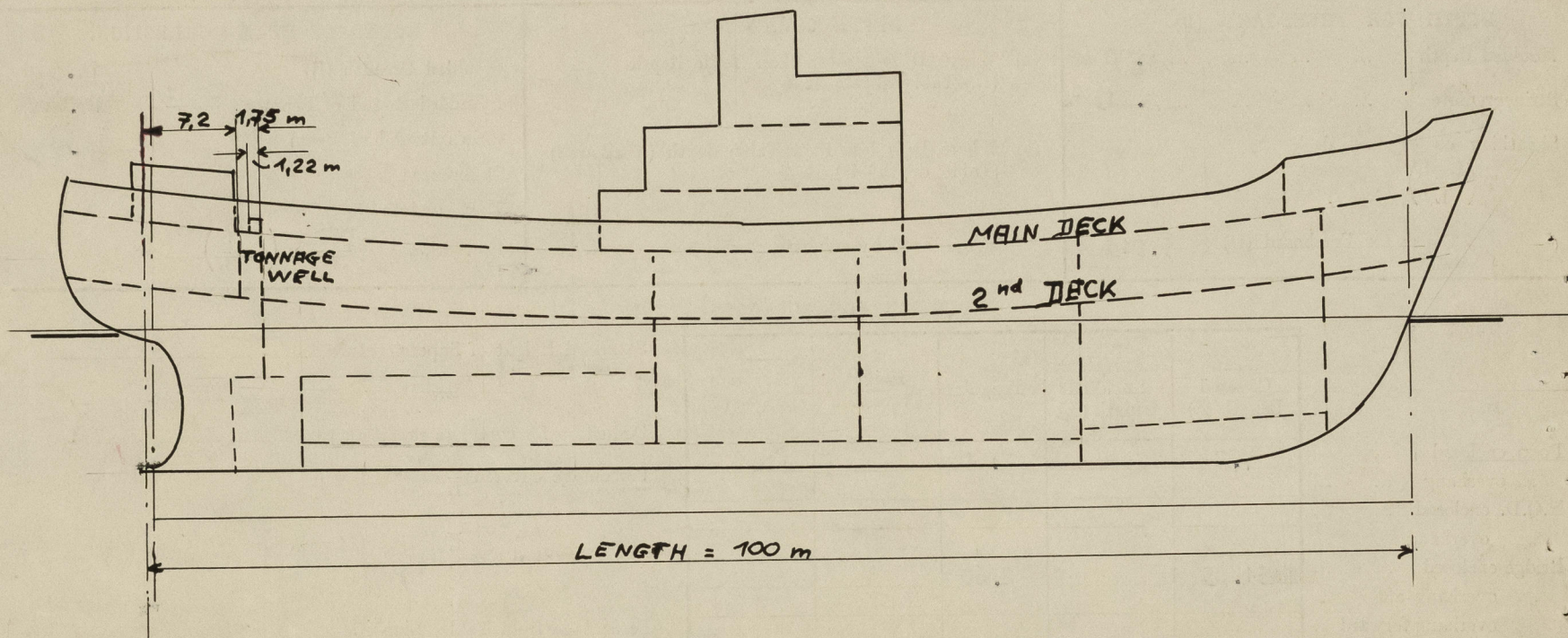
If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = Ft. Summer freeboard = Moulded draught (d) = 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 $\Delta = 5550 \text{ t (1000kg)}$ Tons per inch immersion at summer load water line $T = 11,38 \text{ t/cm}$ Deduction = $\frac{\Delta}{40 T}$ inches =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient Depth Correction Deduction for superstructures Sheer correction Round of Beam correction Correction for Thickness of Deck amidships Other corrections, scantlings, etc. Summer Freeboard =
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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 „ „

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.



Trade of ship Ocean going Service

Names of sister ships -

Builder's name and yard number P.O.T. N.V. Scheepsbouwerft Dolnes/Rotterdam, Completed at Deutsche Werft, Hamburg.

Owners Ministry of Transport

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