

DEPTH FOR FREEBOARD (D).

Moulded depth	...	...	...	...	37.00
Stringer plate	...	5.0	...	...	.04
Sheathing on exposed deck	3"				
$T \left( \frac{L-S}{L} \right) = \frac{3}{12} \times \frac{357.5}{390} = .23$					
Depth for Freeboard (D) =					37.27

**ROUND OF BEAM CORRECTION.**

Moulded Breadth (B)		52.50'
Standard Round of Beam = $\frac{B \times 12}{50}$	=	12.60"
Ship's Round of Beam	=	12.50"
Difference		- .10
Restricted to		
Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right)$	=	.10 \times .9167 = + .02

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...	✓	✓		✓	
„ overhang forward ...			(358-23)		
F <sup>r</sup> cle enclosed ...	32.50	32.50	3.35	3.35/7.40	14.71
„ overhang ...			✓		
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	32.50	32.50			✓ 14.71

Standard Height of Superstructure	7.40
" " R.Q.D.	-
Deduction for complete superstructure	41.33
Percentage covered $\frac{S}{L} =$	8.33
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	3.77
Percentage from Table, Line A.	1.89
(corrected for absence of forecastle (if required))	-
Percentage from Table, Line B.	-
(corrected for absence of forecastle (if required))	-
Interpolation for bridge less than $\cdot 2L$ (if required)	-
Deduction =	$41.33 \times 0.89 = 36.78$

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	49.00	1	49.00	52.00	52.00	1	52.00
$\frac{1}{2}$ L from A.P. ...	21.80	4	87.20	15.99	15.99	4	63.96
$\frac{3}{8}$ L " ...	5.39	2	10.78	4.00	4.00	2	8.00
Amidships ...	-	4	-	-	-	4	-
$\frac{3}{8}$ L from F.P. ...	10.78	2	21.56	11.35	11.35	2	22.70
$\frac{1}{2}$ L " ...	43.60	4	174.40	45.41	45.41	4	181.64
F.P. ...	98.00	1	98.00	107.56	107.50	1	107.50
Total ...			440.94				435.80

Mean actual sheer aft  
Mean standard sheer aft = Deficit 2.75

Mean actual sheer forward  
Mean standard sheer forward = Excess

Length of enclosed superstructure  
L forward of amidships = } 11.1

" " aft of " = }

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{5.14}{18} (.75 - .0417) = +.20$   
 If limited on account of midship superstructure. ✓ .7083 If limited

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.**

**Deduction for Fresh Water.**

Displacement in salt water at summer load water line

$$\Delta = 11176$$

Tons per inch immersion at summer load water line

$$T = 41$$
$$\text{Deduction} = \frac{\Delta}{40 T} \text{ inches}$$
$$= 6.82''$$
$$= 6\frac{3}{4}''$$

**TABULAR FREEBOARD** corrected for Flush Deck (if required)  
Correction for coefficient  $68 + .78 = 1.46 / 1.36$

Depth Correction	...	...	...	...	33.81	-
Deduction for superstructures	...	...	...	...	-	.78
Sheer correction	...	...	...	...	.20	-
Round of Beam correction	...	...	...	...	.02	-
Correction for Thickness of Deck amidships	...	...	...	...	.24	-
Other corrections, scantlings, etc.	...	...	...	...	35.31	-
a summer waterline draught at 25' 1 1/4"	...	...	...	...	69.60	.78 + 68.82 ✓
C.S.S. draught)	...	...	...	...		
						Summer Freeboard = 146.16 ✓

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

Tropical Fresh Water Line above Centre of Disc	233	7/8
Fresh Water Line	173	7/8
Tropical Line	160	7/8
Winter Line below	160	7/8
Winter North Atlantic Line	—	

Tropical Fresh Water	Freeboard
Fresh Water	"
Tropical	"
Winter	"
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.

L = 390

$$\text{Full pluck deck addition} = \begin{array}{r} 3.96 \\ 1.95 \\ \hline 5.85 \end{array} \checkmark$$

$$\text{Partial addition for superstructures} = \frac{14.71}{39.00} \times 5.85 = 2.21$$

$$\begin{array}{r} 5.85 \\ 2.21 \\ \hline 3.64 \end{array} = \text{addition for i/d.}$$

$$\text{Change in } C_B = \left[ .85 - .85 \left( \frac{28.00}{37.00} \right) \right] .12$$

$$= (.85 - .643) .12$$

$$= .207 \times .12$$

$$= .025$$

$$\begin{array}{r} .755 \\ \hline \end{array}$$

$$.780$$

$$.207$$

$$.12$$

$$414$$

$$207$$

$$.02484$$

$$\begin{array}{r} .0377 \\ \hline .0623 \end{array}$$

$$5.85 \times .623$$

$$.1$$

Trade of ship \_\_\_\_\_

Names of sister ships \_\_\_\_\_

Builder's name and yard number \_\_\_\_\_

Owners \_\_\_\_\_

Fee £ \_\_\_\_\_



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