

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	Port of Survey
					Date of Survey 16 th Nov 1938
Moulded Dimensions: Length 430.00 Breadth 62.50 Depth 24.50					Surveyor's Signature
Moulded displacement at moulded draught = 85 per cent. of moulded depth tons					Particulars of Classification
Coefficient of fineness for use with Tables .800					

Depth for Freeboard (D). Moulded depth ... 24.50 Stringer plate05 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 24.55	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 = - 12.36 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 = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ nil
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	104.32	104.32	7.50	✓	104.32 ✓
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
Fore enclosed ...	60.00	60.00	7.50	✓	60.00 ✓
„ overhang ...					
Trunk aft ...		164.76	7.50	✓	164.76 ✓
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	164.32	329.08			329.08

Standard Height of Superstructure 7.50'
„ „ R.Q.D. ✓
Deduction for complete superstructure 42.00"
Percentage covered $\frac{S}{L} = 38.21$ ✓
„ „ $\frac{S_1}{L} = 76.53$ ✓
„ „ $\frac{E}{L} = 76.53$ ✓
Percentage from Table, Line A. ✓
(corrected for absence of forecastle (if required)) ✓
Percentage from Table, Line B. TANKER 71.03
(corrected for absence of forecastle (if required)) ✓
Interpolation for bridge less than 2L (if required) ✓
Deduction = 42.00 × 71.03 = - 29.83" ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...		1					1		
$\frac{1}{4}L$ from A.P. ...		4					4		
$\frac{2}{4}L$ „ ...		2					2		
Amidships ...		4					4		
$\frac{3}{4}L$ from F.P. ...		2					2		
$\frac{1}{4}L$ „ ...		4					4		
F.P. ...		1					1		
Total ...				422.04					233.80

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

Mean actual sheer aft = Deficient
Mean standard sheer aft =
Mean actual sheer forward = Deficient
Mean standard sheer forward =
Length of enclosed superstructure forward of amidships = } Deficient
„ „ aft of „ = } Sheers.

+ 7.55"
If limited to maximum allowance of 1½ ins. per 100 ft. ✓

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 24.55 Summer freeboard = 3.46 Moulded draught (d) = 21.09 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 $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40T}$ inches =	TABULAR FREEBOARD corrected for Fresh Deck (if required) Correction for coefficient $\frac{1.48}{1.36}$ Depth Correction ... 12.36 ✓ Deduction for superstructures ... 29.83 ✓ Sheer correction ... 7.55 ✓ Round of Beam correction ... Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... 7.55 42.19 - 34.64 Summer Freeboard = 41.43 ✓
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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 „ „ ...