

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Swan Hunter and Wigham</i> <i>Richardson's Yard No 1755</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>426.0</i> Breadth <i>54'-3"</i> Depth <i>31'-0"</i> <i>to & rudder stock</i>					Date of Survey <i>14/1/46</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>13,435</i> tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>.772</i>					Particulars of Classification

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 31.00	(a) Where D is greater than Table depth (D-Table depth) R = <i>(31.05 - 28.40) 3 = +7.95</i> <i>2.65</i>	Moulded Breadth (B) <i>54.25</i>
Stringer plate <i>.62"</i>05	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 13.02$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>13.50</i>
Depth for Freeboard (D) = <i>31.05</i>		Difference <i>.48</i>
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.48}{4} \times .5523 = -.07$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed <i>equivalent</i> ...	<i>90.66</i>	<i>90.66</i>	<i>8.0</i>	<i>✓</i>	<i>90.66</i>	Standard Height of Superstructure <i>7.5</i>
" overhang ...						" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure <i>42.0</i>
" overhang ...						Percentage covered $\frac{S}{L} = 45.24$
Bridge enclosed <i>equivalent</i> ...	<i>46.28</i>	<i>46.28</i>	<i>7.5</i>	<i>✓</i>	<i>46.28</i>	" " $\frac{S_1}{L} =$
" overhang aft ...	<i>7.94</i>	<i>5.96</i>			<i>5.96</i>	" " $\frac{E}{L} =$
" overhang forward ...						" " $\frac{E}{L} =$
F'cle enclosed ...	<i>47.87</i>	<i>47.87</i>	<i>7.5</i>	<i>✓</i>	<i>47.87</i>	Percentage from Table, Line A, Tanker <i>35.77</i>
" overhang ...						(corrected for absence of forecastle (if required))
Trunk aft ...						Percentage from Table, Line B.
" forward ...						(corrected for absence of forecastle (if required))
Tonnage opening aft ...						Interpolation for bridge less than .2L (if required)
" " forward ...						Deduction = <i>42.0</i> × <i>.3577</i> = <i>15.03</i>
Total ...	<i>192.75</i>	<i>190.77</i>			<i>190.77</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	
A.P. ...	<i>52.60</i>	<i>1</i>	<i>52.60</i>	<i>53.75</i>	<i>53.75</i>	<i>1</i>	<i>53.75</i>	Mean actual sheer aft
$\frac{1}{8}$ L from A.P. ...	<i>23.41</i>	<i>4</i>	<i>93.64</i>	<i>23.875</i>	<i>23.875</i>	<i>4</i>	<i>95.50</i>	Mean standard sheer aft =
$\frac{2}{8}$ L " ...	<i>5.79</i>	<i>2</i>	<i>11.58</i>	<i>6.375</i>	<i>6.375</i>	<i>2</i>	<i>12.75</i>	Mean actual sheer forward
Amidships ...	<i>-</i>	<i>4</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>4</i>	<i>-</i>	Mean standard sheer forward =
$\frac{2}{8}$ L from F.P. ...	<i>11.57</i>	<i>2</i>	<i>23.14</i>	<i>11.75</i>	<i>11.75</i>	<i>2</i>	<i>23.50</i>	Length of enclosed superstructure forward of amidships =
$\frac{1}{8}$ L " ...	<i>46.81</i>	<i>4</i>	<i>187.24</i>	<i>47.75</i>	<i>47.75</i>	<i>4</i>	<i>191.00</i>	" " aft of " =
F.P. ...	<i>105.20</i>	<i>1</i>	<i>105.20</i>	<i>105.50</i>	<i>105.50</i>	<i>1</i>	<i>105.50</i>	
Total ...			<i>473.40</i>				<i>482.00</i>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8.60}{18} \left(.75 - \frac{.5238}{2262} \right) = -.25$

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)	
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.772 + .68}{1.36} = \frac{1.452}{1.36}$	<i>68.90</i>
Depth to Freeboard Deck = <i>31.05</i>	$\Delta =$	Depth Correction <i>7.95</i>	<i>73.56</i>
Summer freeboard = <i>5.52</i>	Tons per inch immersion at summer load water line	Deduction for superstructures <i>15.03</i>	
Moulded draught (d) = <i>25.53</i>	T =	Sheer correction <i>.25</i>	
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction <i>.07</i>	
Winter freeboard = $\frac{d}{4}$ inches = <i>6.38 = 6\frac{1}{2}</i>	$\frac{d}{4} = 6\frac{1}{2}$	Correction for Thickness of Deck amidships <i>-</i>	
Addition for Winter North Atlantic Freeboard (if required) = <i>6.38 + 4.26 + 10.64 = 10\frac{3}{4}</i>		Other corrections, scantlings, etc. <i>-</i>	
		<i>7.95</i> <i>15.35</i> <i>- 7.40</i>	Summer Freeboard = <i>66.16</i>

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

Tropical Fresh Water Line above Centre of Disc <i>13"</i>	Tropical Fresh Water Freeboard <i>5'-6\frac{1}{4}"</i>
Fresh Water Line " " <i>6\frac{1}{2}"</i>	Fresh Water " " <i>4'-5\frac{1}{4}"</i>
Tropical Line " " <i>6\frac{1}{2}"</i>	Tropical " " <i>4'-11\frac{3}{4}"</i>
Winter Line below " " <i>6\frac{1}{2}"</i>	Winter " " <i>6'-0\frac{3}{4}"</i>
Winter North Atlantic Line " " <i>10\frac{3}{4}"</i>	Winter North Atlantic " " <i>6'-5"</i>

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.

Peep. Equiv = $1.0 + 87 + \left(\frac{2.66}{3} \times 4\right) = 90.66$ to centre rudder stock.

Bridge " = $43.62 + \left(\frac{2.66}{3} \times 4\right) = 46.28$

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £.....:.....:.....



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Foundation