

TIMBER

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received

Index No. 29067

Govt. Copy

Owners C11

Ship's Name MODESTA.	Official Number	Nationality and Port of Registry FINNISH.	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length 349.0' Breadth 49.75 Depth 26.91 Freeboard Length Moulded displacement at moulded draught = 85 per cent. of moulded depth tons (excluding bossing) Coefficient of fineness for use with Tables .807					Date of Survey 12/11/52 Surveyor's Signature Particulars of Classification

DEPTH FOR FREEBOARD (D).	
Moulded depth	26.91
Stringer plate04
Wood Sheathing on exposed deck	
$T \left(\frac{L-S}{L} \right) =$	
Depth for Freeboard (D) =	26.95

DEPTH CORRECTION.	
(a) Where D is greater than Table depth (D—Table depth) R =	+9.88"
(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)	
Standard Round of Beam = $\frac{B \times 12}{50} =$	
Ship's Round of Beam	
Difference	
Restricted to	
Correction = $\frac{\text{Diff}^o}{4} \times \left(1 - \frac{S_1}{L} \right) =$	-.07"

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					
„ 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	38.60"
Percentage covered $\frac{S}{L} =$	
„ „ $\frac{S_1}{L} =$	47.75
„ „ $\frac{E}{L} =$	
Percentage from Table, Line A.	
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B: TIMBER 67.84	
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required)	
Deduction =	38.60 x .6784 = -26.18"

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.		1					1		
$\frac{1}{8}L$ from A.P.		4					4		
$\frac{2}{8}L$ „		2					2		
Amidships	○	4	○	○	○	○	4	○	○
$\frac{2}{8}L$ from F.P.		2					2		
$\frac{1}{8}L$ „		4					4		
F.P.		1					1		
Total									

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 =
 Mean standard sheer aft =

 Mean actual sheer forward =
 Mean standard sheer forward =

 Length of enclosed superstructure forward of amidships =
 „ „ aft of „ =

+6.80"
 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	= 26.95
Summer freeboard	= 4.33
Moulded draught (d)	= 22.62
Keel allowance	=
Extreme draught	=
Deduction for Tropical Freeboard	= 5.65

ADDITION FOR WINTER FREEBOARD = **3** inches = **7.54** = **192%**

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 = $\frac{\Delta}{40 T}$ inches	

TABULAR FREEBOARD

Correction for coefficient

	+	-
Depth Correction	9.88	
Deduction for superstructures		26.18
Sheer correction	6.80	
Round of Beam correction		.07
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
1668	2625	- 9.57

TIMBER. Summer Freeboard = 51.90

TIMBER SUMMER FREEBOARD amidships

TIMBER Tropical Fresh Water Line above Centre of Disc	623%
„ Fresh Water Line	479
„ Tropical Line	471
„ Winter Line	135
„ Winter North Atlantic Line	127
„ SUMMER LINE ABOVE	327

TIMBER Tropical Fresh Water Freeboard	1022
„ Fresh Water	1166
„ Tropical	1174
„ Winter	1519
„ Winter North Atlantic	1772