

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>VIC 76</b>	Official Number <b>180531</b>	Nationality and Port of Registry <b>BRITISH London</b>	Gross Tonnage <b>132</b>	Date of Build <b>1944</b>	Port of Survey <b>IPSWICH</b>
Moulded Dimensions: Length <b>79'-10"</b> Breadth <b>20'-0"</b> Depth <b>9'-6"</b>					Date of Survey <b>26-9-44</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>258</b> tons					Surveyor's Signature <b>Joyrell</b>
Coefficient of fineness for use with Tables <b>.700</b>					Particulars of Classification <b>100 A.1.</b> (COASTAL SERVICES - LIMITS TO BE DEFINED.)

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... <b>9'-5"</b>	(a) Where D is greater than Table depth (D - Table depth) R = $(9.52 - 5.37) \times 614 = + 2.58$	Moulded Breadth (B) <b>20'</b>
Stringer plate ... <b>.02</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>✓</b>	Standard Round of Beam = $\frac{B \times 12}{50} = 4.8$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>NONE</b>
Depth for Freeboard (D) = <b>9.52</b>		Difference <b>4.8</b>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{4.8^2 \times 5042}{4} = + .60$

DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<b>6'-6"</b>	<b>6.50</b>	<b>6.0</b>	<b>-</b>	<b>6.50</b>
" overhang ...	<b>✓</b>		<b>3.0</b>	<b>-</b>	<b>19.25</b>
R.Q.D. enclosed ...	<b>19'-3"</b>	<b>19.25</b>	<b>8.5</b>	<b>-</b>	<b>19.25</b>
" overhang ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
Bridge enclosed ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
" overhang aft ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
" overhang forward ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
F'cle enclosed ...	<b>13'-10"</b>	<b>13.83</b>	<b>7'-0"</b>	<b>-</b>	<b>13.83</b>
" overhang ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
Trunk aft ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
" forward ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
Tonnage opening aft ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
" " forward ...	<b>✓</b>		<b>✓</b>	<b>✓</b>	
Total ...	<b>39.58</b>	<b>39.58</b>			<b>39.58</b>

Standard Height of Superstructure **6.0**  
" " R.Q.D. **3.0**  
Deduction for complete superstructure **13.98**  
Percentage covered  $\frac{S}{L} =$   
" "  $\frac{S_1}{L} =$  **49.58**  
" "  $\frac{E}{L} =$   
Percentage from Table, Line A. **31.64**  
(corrected for absence of forecastle (if required))  
Percentage from Table, Line B. **✓**  
(corrected for absence of forecastle (if required))  
Interpolation for bridge less than .2L (if required)  
Deduction = **13.98 × .3164 = - 4.42**

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<b>17.98</b>	<b>1</b>	<b>17.98</b>	<b>✓</b>	<b>↑</b>	<b>1</b>	<b>↑</b>
$\frac{1}{2}$ L from A.P. ...	<b>8.00</b>	<b>4</b>	<b>32.00</b>	<b>✓</b>	<b>↑</b>	<b>4</b>	<b>↑</b>
$\frac{1}{4}$ L " ...	<b>1.98</b>	<b>2</b>	<b>3.96</b>	<b>✓</b>	<b>Nil</b>	<b>2</b>	<b>Nil</b>
Amidships ...	<b>-</b>	<b>4</b>	<b>-</b>	<b>✓</b>	<b>Nil</b>	<b>4</b>	<b>Nil</b>
$\frac{3}{4}$ L from F.P. ...	<b>3.96</b>	<b>2</b>	<b>7.92</b>	<b>✓</b>	<b>↓</b>	<b>2</b>	<b>↓</b>
$\frac{1}{2}$ L " ...	<b>16.00</b>	<b>4</b>	<b>64.00</b>	<b>✓</b>	<b>↓</b>	<b>4</b>	<b>↓</b>
F.P. ...	<b>35.97</b>	<b>1</b>	<b>35.97</b>	<b>✓</b>	<b>↓</b>	<b>1</b>	<b>↓</b>
Total ...			<b>161.83</b>				<b>Nil</b>

Mean actual sheer aft  
Mean standard sheer aft = **Nil**  
Mean actual sheer forward  
Mean standard sheer forward = **Nil**  
Length of enclosed superstructure forward of amidships = **Nil**  
" " aft of " = **Nil**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{161.83}{18} \left( .75 - \frac{.2479}{.5021} \right) = + 4.51$   
If limited on account of midship superstructure, **✓** If limited to maximum allowance of 1½ 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 $\frac{.70 + .68}{1.36} = \frac{1.38}{1.36}$
Depth to Freeboard Deck = <b>9.52</b>	$\Delta =$	Depth Correction ... <b>2.58</b>
Summer freeboard = <b>.94</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <b>4.42</b>
Moulded draught (d) = <b>8.58</b>	T =	Sheer correction ... <b>4.51</b>
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ... <b>.60</b>
Winter freeboard = $\frac{d}{4}$ inches = <b>2.14 = 2¼</b>	= <b>2</b>	Correction for Thickness of Deck amidships ... <b>-</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>✓</b>		Other corrections, scantlings, etc. ... <b>-</b>
		<b>7.69 4.42 + 3.27</b>
		Summer Freeboard = <b>11.37</b>

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

Tropical Fresh Water Line above Centre of Disc	<b>Nil assigned</b>	Tropical Fresh Water Freeboard	<b>0'-11¼"</b>
Fresh Water Line	<b>2</b>	Fresh Water	<b>0'-9¼"</b>
Tropical Line	<b>Nil assigned</b>	Tropical	<b>1'-1½"</b>
Winter Line below	<b>2¼</b>	Winter	<b>✓</b>
Winter North Atlantic Line	<b>Nil assigned</b>	Winter North Atlantic	<b>✓</b>



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 COASTING

Names of sister ships "VIC 77", "VIC 78"

Builder's name and yard number THE ROWHEDGE IRONWORKS CO. LD. ROWHEDGE YARD N° 655

Owners ADMIRALTY

Fee £ Charge with P. Fees



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