

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "VIC 78"	Official Number 180761	Nationality and Port of Registry BRITISH.	Gross Tonnage 147	Date of Build 1944	Port of Survey IPSWICH.
Moulded Dimensions: Length 79-10 Breadth 20-0 Depth 9-6"					Date of Survey 26-9-44.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 258 tons					Surveyor's Signature Ayrill
Coefficient of fineness for use with Tables .70					Particulars of Classification 100 A.1 (COASTAL SERVICES - LIMITS TO BE DEFINED.)

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 9.5'	(a) Where D is greater than Table depth (D-Table depth) R = $(9.52-5.52) \cdot 619 = +2.58$ 4.2	Moulded Breadth (B) 20'
Stringer plate02 -30	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \mathbf{4.8''}$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam = NONE.
Depth for Freeboard (D) = 9.52		Difference 4.8''
		Restricted to ✓
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{4.8}{4} \times .5042 = \mathbf{+.60}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	6-6"	6.50	6.0	✓	6.50
„ overhang	✓				
R.Q.D. enclosed	19-3"	19.25	3.0	✓	19.26
„ overhang	✓				
Bridge enclosed	✓				
„ overhang aft	✓				
„ overhang forward	✓				
Fore enclosed	13-10"	13.83	7-0"	✓	13.83
„ overhang	✓				
Trunk aft	✓				
„ forward	✓				
Tonnage opening aft	✓				
„ „ forward	✓				
Total	39.58	39.58			39.58

Standard Height of Superstructure	6.0
„ „ R.Q.D.	3.0
Deduction for complete superstructure	13.98
Percentage covered $\frac{S}{L} =$	49.58
„ „ $\frac{S_1}{L} =$	
„ „ $\frac{E}{L} =$	
Percentage from Table, Line A. (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 = $13.98 \times .3164 =$	-4.42

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	17.98	1	17.98	↑	↑	1	↑
$\frac{1}{8}L$ from A.P.	8.00	4	32.00	↑	↑	4	↑
$\frac{2}{8}L$ „	1.98	2	3.96	↑	↑	2	↑
Amidships	-	4	✓	NIL	NIL	4	NIL
$\frac{3}{8}L$ from F.P.	3.96	2	7.92	↓	↓	2	↓
$\frac{4}{8}L$ „	16.00	4	64.00	↓	↓	4	↓
F.P.	35.97	1	35.97	↓	↓	1	↓
Total			161.83				NIL

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 =
L aft of „ = **NIL**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{161.83}{18} (.75 - \frac{24.79}{50.21}) = \mathbf{+4.51}$
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. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 9.52 Summer freeboard = .94 Moulded draught (d) = 8.58 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2.14 = 2 1/4 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 = 2"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.70 + .68}{1.36} = \frac{1.38}{1.36}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>2.58</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>4.42</td> </tr> <tr> <td>Sheer correction</td> <td>4.51</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>.60</td> <td>-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>7.69</td> <td>4.42</td> </tr> </table> Summer Freeboard = 11.37		+	-	Depth Correction	2.58	-	Deduction for superstructures	-	4.42	Sheer correction	4.51	-	Round of Beam correction	.60	-	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		7.69	4.42
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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	not assigned	Tropical Fresh Water Freeboard	0 - 11 1/4
Fresh Water Line „ „	2"	Fresh Water „ „	0 - 9 1/4
Tropical Line „ „	not assigned	Tropical „ „	✓
Winter Line below „ „	2 1/4	Winter „ „	1 1/2
Winter North Atlantic Line „ „	not assigned	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.

Trade of ship COASTING
Names of sister ships "VIC 76", "VIC 77"
Builder's name and yard number THE ROWLEDGE IRONWORKS CO. LD. ROWLEDGE. YARD N° 657.
Owners ADMIRALTY
Fee £ change with 90 pence

OMIT

