

*Amended Preliminary*

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Odense Staalskibsvaerft</i> <i>Yard No. 75/76</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <u>433.0</u> Breadth <u>57.5</u> Depth <u>28.62</u>					Date of Survey <u>7-7-37</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>12460</u> tons					Surveyor's Signature
Coefficient of fineness for use with Tables <u>.72</u>					Particulars of Classification <u>100M with flw.</u> <u>(Contemp later)</u>

<p>Depth for Freeboard (D).</p> <p>Moulded depth ... .. <u>28.62</u></p> <p>Stringer plate ... .. <u>.04</u></p> <p>Sheathing on exposed deck <input checked="" type="checkbox"/></p> <p><math>T \left( \frac{L-S}{L} \right) =</math></p> <p>Depth for Freeboard (D) = <u>28.66</u></p>	<p>Depth correction.</p> <p>(a) Where D is greater than Table depth (D-Table depth) R = <u>-</u></p> <p>(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>(28.87-28.66) x 3 = -.63</u></p> <p>If restricted by superstructures <u>-</u></p>	<p>Round of Beam correction.</p> <p>Moulded Breadth (B) <u>57.5</u></p> <p>Standard Round of Beam = <math>\frac{B \times 12}{50} =</math> <u>13.80</u></p> <p>Ship's Round of Beam = <u>12.20</u></p> <p>Difference <u>1.60</u></p> <p>Restricted to</p> <p>Correction = <math>\frac{\text{Diff.}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.60}{4} \times .0056 =</math> <u>.01</u></p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	<u>32.96</u>	<u>32.96</u>	<u>9.0</u>	<u>-</u>	<u>32.96</u>
.. overhang ... ..					
R.Q.D. enclosed ... ..					
.. overhang ... ..					
Bridge enclosed... ..	<u>395.21</u>	<u>395.21</u>	<u>9.0</u>	<u>-</u>	<u>395.21</u>
.. overhang aft ... ..					
.. overhang forward ... ..					
F'cle enclosed ... ..					
.. overhang ... ..					
Trunk aft ... ..					
.. forward ... ..	<u>4.83</u>	<u>2.41 = 1/2 d</u>			<u>2.41</u>
Tonnage opening aft ... ..					
.. .. forward ... ..					
Total ... ..	<u>433.00</u>	<u>430.58</u>			<u>430.58</u>

Standard Height of Superstructure 7.5

" " R.Q.D. -

Deduction for complete superstructure 42

Percentage covered  $\frac{S}{L} =$  100.00

" "  $\frac{S_1}{L} =$  99.44

" "  $\frac{E}{L} =$  99.44

Percentage from Table, Line A. 99.31

(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 = 42 x .9931 = - 41.71

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<u>53.00</u>	<u>30</u>	<u>1</u>	<u>53.00</u>	<u>52.36</u>	<u>70.36</u>	<u>1</u>	<u>1</u>	<u>70.36</u>
1/4 L from A.P. ... ..	<u>23.585</u>	<u>72</u>	<u>4</u>	<u>94.88</u>	<u>22.56</u>	<u>30.31</u>	<u>4</u>	<u>4</u>	<u>121.24</u>
1/2 L " ... ..	<u>5.83</u>	<u>6</u>	<u>2</u>	<u>11.66</u>	<u>5.43</u>	<u>7.30</u>	<u>2</u>	<u>2</u>	<u>14.60</u>
Amidships ... ..	<u>-</u>	<u>-</u>	<u>4</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>4</u>	<u>4</u>	<u>-</u>
3/4 L from F.P. ... ..	<u>11.66</u>	<u>73</u>	<u>2</u>	<u>23.32</u>	<u>10.83</u>	<u>12.69</u>	<u>2</u>	<u>2</u>	<u>25.38</u>
1/4 L " ... ..	<u>47.47</u>	<u>44</u>	<u>4</u>	<u>188.68</u>	<u>45.67</u>	<u>53.52</u>	<u>4</u>	<u>4</u>	<u>214.08</u>
F.P. ... ..	<u>106.00</u>	<u>60</u>	<u>1</u>	<u>106.00</u>	<u>104.72</u>	<u>122.72</u>	<u>1</u>	<u>1</u>	<u>122.72</u>
Total ... ..				<u>477.00</u>	<u>479.72</u>				<u>568.38</u>

Mean actual sheer aft = Excuse

Mean standard sheer aft

Mean actual sheer forward = Excuse

Mean standard sheer forward

Length of enclosed superstructure forward of amidships = ✓

" " aft of " = ✓

*Actual height of superstructure = 9.00*  
*Standard = 7.50*  
*Diff. = 1.50 = 18"*

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{21} \right) = \frac{88.66 - 91.38}{18} \left( \frac{.75 - .50}{21} \right) = -1.27 \times 1.23 = -1.57$

If limited on account of midship superstructure.

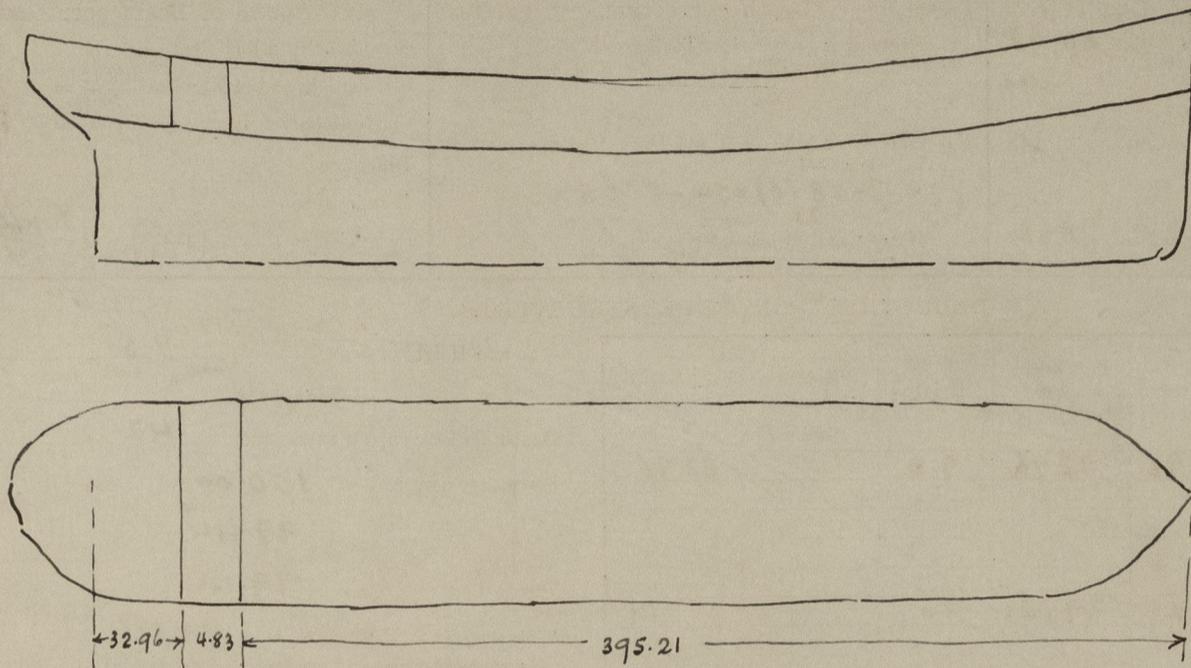
If limited to maximum allowance of 1 1/2 ins. per 100 ft. -

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = <u>28.66</u></p> <p>Summer freeboard = <u>3.39</u></p> <p>Moulded draught (d) = <u>25.27</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = <math>\frac{d}{4}</math> inches = <u>6.32 = 6 1/4</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u>✓</u></p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p><math>\Delta =</math></p> <p>Tons per inch immersion at summer load water line</p> <p>T =</p> <p>Deduction = <math>\frac{\Delta}{40T}</math> inches</p> <p><math>d/4 = 6 1/4</math></p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient <math>\frac{.72 + .68}{1.36} = \frac{1.40}{1.36} =</math> <u>1.03</u></p> <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ... ..</td> <td><u>-</u></td> <td><u>.63</u></td> </tr> <tr> <td>Deduction for superstructures ... ..</td> <td><u>-</u></td> <td><u>41.71</u></td> </tr> <tr> <td>Sheer correction ... ..</td> <td><u>-</u></td> <td><u>1.27</u></td> </tr> <tr> <td>Round of Beam correction... ..</td> <td><u>-</u></td> <td><u>.01</u></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ... ..</td> <td><u>-</u></td> <td><u>-</u></td> </tr> <tr> <td>Other corrections, scantlings, etc. ... ..</td> <td><u>-</u></td> <td><u>.58</u></td> </tr> <tr> <td>Summer Freeboard =</td> <td><u>48.61</u></td> <td><u>43.61</u></td> </tr> </table> <p>81.83 - 48.61 = <u>33.22</u></p> <p>84.24 - 43.61 = <u>40.63</u></p>		+	-	Depth Correction ... ..	<u>-</u>	<u>.63</u>	Deduction for superstructures ... ..	<u>-</u>	<u>41.71</u>	Sheer correction ... ..	<u>-</u>	<u>1.27</u>	Round of Beam correction... ..	<u>-</u>	<u>.01</u>	Correction for Thickness of Deck amidships ... ..	<u>-</u>	<u>-</u>	Other corrections, scantlings, etc. ... ..	<u>-</u>	<u>.58</u>	Summer Freeboard =	<u>48.61</u>	<u>43.61</u>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, 2, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ... ..	<u>12 1/2</u>	Tropical Fresh Water Freeboard ... ..	<u>3' - 4 3/4</u>
Fresh Water Line " " ... ..	<u>6 1/4</u>	Fresh Water " " ... ..	<u>2' - 4 1/4</u>
Tropical Line " " ... ..	<u>6 1/4</u>	Tropical " " ... ..	<u>2' - 10 1/2</u>
Winter Line below " " ... ..	<u>6 1/4</u>	Winter " " ... ..	<u>2' - 10 1/2</u>
Winter North Atlantic " " ... ..	<u>-</u>	Winter North Atlantic " " ... ..	<u>3' - 11</u>

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.....

Names of sister ships.....

Builder's name and yard number.....

Owners.....

Fee £.....



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Foundation