

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Puriri</i> <i>Henry Robbs Year No 273</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>180.0</i> Breadth <i>35.0</i> Depth <i>14.0</i>					Date of Survey <i>18.1.38</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature _____
Coefficient of fineness for use with Tables <i>assumed .78</i>					Particulars of Classification <i>100A1 with fb (contingent)</i>

Depth for Freeboard (D). Moulded depth .. <i>assumed</i> .. <i>11.99</i> Stringer plate <i>.04</i> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>11.96</i>	Depth correction. (a) Where D is greater than Table depth (D-Table depth) R = <input checked="" type="checkbox"/> (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <i>(12.00-11.96) x 1.385 = -.06</i> If restricted by superstructures <i>.04</i>	Round of Beam correction. Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference <i>assumed none</i> Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>Nil</i>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<i>98.25</i>	<i>98.25</i>			<i>98.25</i>	Standard Height of Superstructure <i>6.0</i> ✓
.. overhang R.Q.D. ✓
R.Q.D. enclosed ...						Deduction for complete superstructure <i>24.0</i> ✓
.. overhang ...						Percentage covered $\frac{S}{L} =$
Bridge enclosed $\frac{S_1}{L} =$ <i>71.94</i>
.. overhang aft $\frac{E}{L} =$
.. overhang forward						Percentage from Table, Line A. <i>65.39</i> ✓
F'cle enclosed ...	<i>31.25</i>	<i>31.25</i>			<i>31.25</i>	(corrected for absence of forecastle (if required))
.. overhang ...						Percentage from Table, Line B. ✓
Trunk aft ...						(corrected for absence of forecastle (if required))
.. forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = <i>24 x .6539 = 15.69</i> ✓
.. .. forward						
Total ...	<i>129.50</i>	<i>129.50</i>			<i>129.50</i>	

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 = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ *Nil*

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. Ft. Depth to Freeboard Deck = <i>11.96</i> Summer freeboard = <i>.46</i> Moulded draught (d) = <i>11.50</i> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 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 =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{178 + .68}{1.36} = \frac{1.46}{1.36}$ <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">+</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Depth Correction ...</td> <td style="text-align: center;">.06</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Deduction for superstructures ...</td> <td style="text-align: center;">- 15.69</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Sheer correction ...</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Round of Beam correction ...</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td></td> <td style="text-align: center;">- 15.75</td> <td style="text-align: center;">✓</td> </tr> <tr> <td></td> <td style="text-align: center;">- 15.75</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Summer Freeboard =</td> <td style="text-align: center;">5.51</td> <td style="text-align: center;">✓</td> </tr> </table>		+	-	Depth Correction06	✓	Deduction for superstructures ...	- 15.69	✓	Sheer correction ...	-	-	Round of Beam correction ...	-	-	Correction for Thickness of Deck amidships ...	-	-	Other corrections, scantlings, etc. ...	-	-		- 15.75	✓		- 15.75	✓	Summer Freeboard =	5.51	✓
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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 ...	Tropical Fresh Water Freeboard ...
Fresh Water Line	Fresh Water
Tropical Line	Tropical
Winter Line below	Winter
Winter North Atlantic Line	Winter North Atlantic

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