

TIMBER.

Index No. 38812.  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>FALK.</b>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <b>230.0</b> Breadth <b>36.25</b> Depth <b>17.5</b>					Date of Survey
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature
Coefficient of fineness for use with Tables <b>741 (assumed)</b>					Particulars of Classification

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... .. <b>17.50</b> Stringer plate ... .. <b>03</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>—</b> Depth for Freeboard (D) = <b>17.53</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D—Table depth) R = <b>+3.89"</b> (b) Where D is less than Table depth (if allowed) (Table depth—D) R = <b>—</b> If restricted by superstructures <b>—</b>	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b>- .02"</b>
---	--	---

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	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 ... ..	<b>205.00</b>	<b>204.04</b>			<b>204.04</b>

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure **29.00**

Percentage covered  $\frac{S}{L} =$  **89.13**

" "  $\frac{S_1}{L} =$  **88.71**

" "  $\frac{E}{L} =$  **88.71**

Percentage from Table, Line **A. Triller 92.95**  
 (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 = **29.00 × .9295 = - 26.96.**

## 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 =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) =$  **- .79"**

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 " =

If limited to maximum allowance of 1½ ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>17.53</b> <b>TIMBER</b> Summer freeboard = <b>.49</b> Moulded draught (d) = <b>17.04</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>4.26 = 108 m/m</b> Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{3} =$ <b>5.68 = 144 m/m</b>	<b>Deduction for Fresh Water.</b> 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 = <b>120 m/m</b> <i>as assigned for ordinary cargo vessels</i>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{741.68}{1.36} =$ <b>1.42</b> <table border="1"> <tr><th></th><th>+</th><th>-</th></tr> <tr><td>Depth Correction</td><td><b>3.89</b></td><td></td></tr> <tr><td>Deduction for superstructures</td><td></td><td><b>26.96</b></td></tr> <tr><td>Sheer correction</td><td></td><td><b>.79</b></td></tr> <tr><td>Round of Beam correction</td><td></td><td><b>.02</b></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><b>3.89</b></td><td><b>27.77</b></td></tr> </table> Summer Freeboard = <b>5.90</b>		+	-	Depth Correction	<b>3.89</b>		Deduction for superstructures		<b>26.96</b>	Sheer correction		<b>.79</b>	Round of Beam correction		<b>.02</b>	Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.				<b>3.89</b>	<b>27.77</b>	<b>18.50"</b> <b>29.78</b> <b>5.90</b> <b>23.88</b> <b>5.90</b>
	+	-																									
Depth Correction	<b>3.89</b>																										
Deduction for superstructures		<b>26.96</b>																									
Sheer correction		<b>.79</b>																									
Round of Beam correction		<b>.02</b>																									
Correction for Thickness of Deck amidships																											
Other corrections, scantlings, etc.																											
	<b>3.89</b>	<b>27.77</b>																									

**TIMBER** SUMMER FREEBOARD amidships from **Centre of Disc** top of Deck Line. **Wood, Steel, Deck** :

<b>TIMBER</b> Tropical Fresh Water Line above Centre of Disc " Fresh Water Line " Tropical Line " Winter Line " Winter North Atlantic Line " SUMMER LINE ABOVE	<b>150 m/m</b> <b>150 m/m</b> <b>130 m/m</b> <b>114 m/m</b> <b>120 m/m</b> <b>30 m/m</b>	<b>TIMBER</b> Tropical Fresh Water Freeboard " Fresh Water " Tropical " Winter " Winter North Atlantic	<b>150 m/m</b> <b>70 m/m</b> <b>30 m/m</b> <b>50 m/m</b> <b>294</b> <b>300</b>
---	---	--	---

5m T 11/41. M°C.