

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey
aving <u>C.S.S.</u>					Date of Survey <u>19. 2. 35.</u>
(Type of Superstructures.)					Name of Surveyor
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <u>+100 A1</u> <u>Flush Deck with Fla.</u>
<u>Victoria Mary</u>					
Moulded Dimensions: Length <u>384.60</u> Breadth <u>51.83</u> Depth <u>28.00</u>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth					
Coefficient of fineness for use with Tables <u>.805</u>					

Depth for Freeboard (D)		Depth correction <u>2.40</u>	Round of Beam correction
Moulded depth ...	<u>28.00</u>	(a) Where D is greater than Table depth (D-Table depth) R = $(28.04 - 25.64) 2959$ <u>= + 7.10"</u>	Moulded Breadth (B)
Stringer plate ...	<u>04</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>1</u>	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck		If restricted by superstructures <u>✓</u>	Ship's Round of Beam = <u>Assume Standard</u>
$T \left(\frac{L-S}{L} \right) =$	<u>✓</u>		Difference
Depth for Freeboard (D) =	<u>28.04</u>		Restricted to
			Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <u>Nil.</u>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	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 ...					

Standard Height of Superstructure 7.346 X

" " R.Q.D. 1

Deduction for complete superstructure 40.97 X

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

" " $\frac{S_1}{L} =$ } 100%

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

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 = - 40.97"

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>48.46</u>	1			<u>+7.85</u>		1		
$\frac{1}{8}L$ from A.P. ...		4					4		
$\frac{3}{8}L$ " ...		2					2		
Amidships ...		4					4		
$\frac{3}{8}L$ from F.P. ...		2					2		
$\frac{1}{8}L$ " ...		4					4		
F.P. ...		1					1		
Total ...				<u>436.14</u>	<u>+7.85</u>				

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 " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ - .65"

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.	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
Depth to Freeboard Deck = <u>28.04</u>	$\Delta =$	
Summer freeboard = <u>3.2721</u>	Tons' per inch immersion at summer load water line	
Moulded draught (d) = <u>24.7683</u>	T =	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40 T}$ inches =	
Addition for Winter North Atlantic Freeboard (if required) =		

Summer Freeboard = 38.40

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 " " ...

Summer Moulded Draught = 24'-8" 10"