

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>M/T "JULIAN"</b>	Official Number -	Nationality and Port of Registry <b>Norwegian. Bergen.</b>	Gross Tonnage <b>abt. 8500</b>	Date of Build <b>1943</b>	Port of Survey <b>Malmö</b>
Moulded Dimensions: Length <b>465.75'</b> Breadth <b>62.0'</b> Depth <b>34.50'</b>					Date of Survey <b>Whitst building.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>18830</b> tons					Surveyor's Signature <b>Ålundén</b>
Coefficient of fineness for use with Tables					Particulars of Classification <b>100 A1 Carrying Petroleum in Tanks (Contingent)</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>34.50'</b>	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) <b>62.0'</b>
Stringer plate <b>0.76" = 0.063'</b>		Standard Round of Beam = $\frac{B \times 12}{50} = 14.80"$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam = <b>14.97"</b>
Depth for Freeboard (D) = <b>34.563'</b>	If restricted by superstructures	Difference
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$

**DEDUCTION FOR SUPERSTRUCTURES.**

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<b>97.11</b>		<b>7.75</b>			Standard Height of Superstructure
» overhang ...						» » R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure
» overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed...	<b>38.38</b>		<b>7.75</b>			» » $\frac{S_1}{L} =$
» overhang aft						» » $\frac{E}{L} =$
» overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed ...	<b>56.79</b>		<b>7.5</b>			Percentage from Table, Line B. (corrected for absence of forecastle (if required))
» overhang ...						Interpolation for bridge less than 2L (if required)
Trunk aft ...						Deduction =
» forward ...						
Tonnage opening aft						
» » forward						
Total ...	<b>192.28'</b>					

**SHEER CORRECTION.**

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...		1			<b>41.74"</b>		1		
1/6 L from A.P. ...		4			<b>3.02"</b>		4		
2/6 L » ...		2			<b>0.</b>		2		
Amidships ...		4			<b>0</b>		4		
2/6 L from F.P. ...		2			<b>0.08"</b>		2		
1/6 L » ...		4			<b>25.88"</b>		4		
F.P. ...		1			<b>100.25"</b>		1		
Total ...									

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) =$   
 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 1 1/2 ins. per 100 ft.

<p><b>Deduction for Tropical Freeboard.</b> Addition for Winter and Winter North Atlantic Freeboard.</p> <p style="text-align: right;">Ft.</p> <p>Depth to Freeboard Deck = _____</p> <p>Summer freeboard = _____</p> <p>Moulded draught (d) = _____</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = <math>\frac{d}{4}</math> inches = _____</p> <p>Addition for Winter North Atlantic Freeboard (if required) = _____</p>	<p style="text-align: center;"><b>Deduction for Fresh Water.</b></p> <p>Displacement in salt water at summer load water line</p> <p>Δ = _____</p> <p>Tons per inch immersion at summer load water line</p> <p>T = _____</p> <p>Deduction = <math>\frac{\Delta}{40 T}</math> inches = _____</p> <p style="text-align: center; font-size: 1.2em;"><b>In over!</b></p>	<p><b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)</p> <p>Correction for coefficient</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 50%;"></td> <td style="width: 50%; text-align: center;">+</td> <td style="width: 50%;"></td> <td style="width: 50%; text-align: center;">-</td> </tr> <tr> <td>Depth Correction ...</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Deduction for superstructures ...</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sheer correction ...</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction ...</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td></td> <td></td> <td></td> </tr> </table> <p style="text-align: right;">Summer Freeboard = _____</p>		+		-	Depth Correction ...				Deduction for superstructures ...				Sheer correction ...				Round of Beam correction ...				Correction for Thickness of Deck amidships ...				Other corrections, scantlings, etc. ...			
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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 » » ...

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.

Displacements in salt water and tons per inch immersion:-

Moulded draught.		Displacement.	Tons per inch.
75%	25.875'	16365 tons.	60.87
80%	27.60'	17630 "	61.12
85%	29.325'	18900 "	61.37

Trade of ship

Names of sister ships

M/T "Beantregard", Kockemms Yard No. 222.

Builder's name and yard number

Kockemms Mek. Verkstads A. B., Yard No. 224.

Owners

Hilmar Reksten, Bergen.

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Foundation