

12 MAR 1945

Index No. 17099  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>PUNGUE</b>	Official Number	Nationality and Port of Registry <b>PORTUGUESE</b> <del>BEIRA</del> <b>LOBITO</b>	Gross Tonnage <del>3993</del> <b>4017.87</b>	Date of Build <b>1900</b> <b>10</b>	Port of Survey <b>Lisbon</b>
Moulded Dimensions: Length <b>340</b> Breadth <b>47</b> Depth <b>29.83</b>					Date of Survey <b>2<sup>nd</sup> &amp; 3<sup>rd</sup> March 1945</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature <b>G. Dixon.</b>
Coefficient of fineness for use with Tables <b>.805 assumed</b>					Particulars of Classification <b>Reclassification contemplated</b>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... <b>29.83</b> Lower plate ... <b>.60</b> Rounding on exposed deck <input checked="" type="checkbox"/> $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>29.87</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(29.87 - 22.67) \times 2.615 = +18.83$ (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>47</b> Standard Round of Beam = $\frac{B \times 12}{50} = 11.28$ Ship's Round of Beam = <b>12</b> Difference <b>.72</b> Restricted to <input checked="" type="checkbox"/> Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.72^2 \times 4885}{4} = -0.09$
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DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Top enclosed	31.00	31.00	7'-10"	-	31.00
" overhang	✓				
Q.D. enclosed	✓				
" overhang	✓				
Bridge enclosed	107.00	107.00	7'-10"	-	107.00
" overhang aft	✓				
" overhang forward	2.67	1.33	-	-	1.33
Side enclosed	32.98	32.98	8'-0"	-	32.98
" overhang	2.52	1.63	-	-	1.63
Stem aft					
" forward					
Manoeuvring opening aft					
" " forward					
Total	176.15	173.92			173.92

Standard Height of Superstructure **6.90**  
 " " R.Q.D. **-**  
 Deduction for complete superstructure **38**  
 Percentage covered  $\frac{S}{L} = 51.80$   
 " "  $\frac{S_1}{L} = 51.15$   
 " "  $\frac{E}{L} =$   
 Percentage from Table, Line A. ☒  
 (corrected for absence of forecastle (if required))  
 Percentage from Table, Line B. **37.15**  
 (corrected for absence of forecastle (if required))  
 Interpolation for bridge less than .2L (if required)  
 Deduction = **38 × 37.15 = - 14.12**

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
...	44.00	1		44.00	42	42.0	1
From A.P. ...	19.58	4		78.32	18.5	18.5	4
" ...	4.84	2		9.68	4	4.0	2
Midships ...	-	4		-	0	-	4
From F.P. ...	9.68	2		19.36	8.25	8.25	2
" ...	39.16	4		156.64	33	33	4
...	88.00	1		88.00	78	78	1
Total				396.00			

Mean actual sheer aft = **Deficient**  
 Mean standard sheer aft = **Deficient**  
 Mean actual sheer forward = **Deficient (.86)**  
 Mean standard sheer forward = **Deficient (.86)**  
 Length of enclosed superstructure forward of amidships = **117.48**  
 " " aft of " = **201.75**  
 Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{45.5(-.75 - .259)}{18} = -1.24$   
 If limited to maximum allowance of 1½ ins. per 100 ft.

<b>Correction for Tropical Freeboard.</b> <b>Correction for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>29.87</b> Summer freeboard = <b>5.37</b> Moulded draught (d) = <b>24.50</b> Correction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.12</b> Addition for Winter North Atlantic Freeboard (if required) = <b>155%</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 $\frac{1}{4} = 155\%$	<b>TABULAR FREEBOARD</b> corrected for Flush Decks (if required) Correction for coefficient $\frac{.805 + .68}{1.36} = \frac{1.485}{1.36}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>18.83</td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>14.12</td> </tr> <tr> <td>Sheer correction</td> <td>1.24</td> <td>.09</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>-</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>20.07</td> <td>14.21</td> </tr> </table> Summer Freeboard = <b>64.50</b>		+	-	Depth Correction	18.83		Deduction for superstructures	-	14.12	Sheer correction	1.24	.09	Round of Beam correction	-	-	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		20.07	14.21
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### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...	0.310	Tropical Fresh Water Freeboard	...	1.638
Fresh Water Line	"	0.155	Fresh Water	"	1.328
Tropical Line	"	0.155	Tropical	"	1.483
Winter Line below	"	0.155	Winter	"	1.483
Winter North Atlantic Line	"	...	Winter North Atlantic	"	1.793



PUNGUE.

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.

Fee

$$\begin{aligned} 4.5 \times 6.42 \div 39.17 &= \\ 7.0 \times 6.42 \div 39.17 &= \end{aligned}$$

$$\begin{array}{r} 35.50 \\ 4.50 \\ \hline 31.00 \\ .74 \\ \hline 1.24 \\ \hline 32.98 \\ \text{end(m).} \end{array}$$

$$\begin{array}{r} 35.50 \\ 32.98 \\ \hline 2.52 \text{ on.} \end{array}$$

$$\begin{aligned} L/10 &= \frac{34.00}{32.98} \times .86 = .88 \\ &= \frac{2.52}{1.50} \times .50 = .75 \\ &= 1.63 \end{aligned}$$

Trade of ship Cargo - foreign.

Names of sister ships ☒

Builder's name and yard number Furness Withy & Co. Ltd.

Owners S Cia. Colonial de Navegação

Fee £

