

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name TURNIA	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <u>54.33</u> Breadth <u>9.43</u> Depth <u>4.115</u>					Date of Survey <u>20.11.47</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>1525</u> tons					Surveyor's Signature
Coefficient of fineness for use with Tables <u>870</u> ✓					Particulars of Classification

DEPTH FOR FREEBOARD (D). Moulded depth ... <u>4.115</u> Stringer plate ... Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <u>4.115</u> ✓	DEPTH CORRECTION. (a) Where D is greater than Table depth $8.33 \left(\frac{4.115 - 5.622}{5.622} \right) = +56$ ✓ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) <u>9.43</u> ✓ Standard Round of Beam = $\frac{B \times 12}{50} = 183$ ✓ Ship's Round of Beam = <u>Nil</u> ✓ Difference Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{183}{4} \times \frac{493}{1525} = +31$ ✓
--	--	--

DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Effective Length (E)
Poop enclosed ...				
„ overhang ...				
R.Q.D. enclosed ...				
„ overhang ...				
Bridge enclosed ...	<u>11.733</u>	<u>11.733</u>	<u>2.380</u> MIN.	<u>11.733</u>
„ overhang aft ...				
„ overhang forward ...				
Fore enclosed ...	<u>6.273</u>	<u>6.273</u>	<u>2.100</u>	<u>6.273</u>
„ overhang ...				
Trunk aft ...				
„ forward ...				
Tonnage opening aft ...				
„ „ forward ...				
Total ...	<u>18.006</u>	<u>18.006</u>		<u>18.006</u>

Standard Height of Superstructure 1.83 ✓
 „ „ R.Q.D. 606 ✓
 Deduction for complete superstructure
 Percentage covered $\frac{S}{L} =$
 $\frac{S_1}{L} = 33.14$ ✓
 $\frac{E}{L} =$
 Percentage from Table, Line 2. Tanker 2414 ✓
 (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 = 606 × 2414 = 146 m/m ✓

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<u>707</u>	1	<u>707</u>	<u>1</u>	<u>1</u>	1	<u>1</u>
$\frac{1}{4}$ L from A.P. ...	<u>314</u>	4	<u>1256</u>	<u>1</u>	<u>1</u>	4	<u>1</u>
$\frac{2}{4}$ L „ ...	<u>78.5</u>	2	<u>157</u>	<u>Nil</u>	<u>Nil</u>	2	<u>Nil</u>
Amidships ...	<u>-</u>	4	<u>-</u>	<u>Nil</u>	<u>Nil</u>	4	<u>Nil</u>
$\frac{3}{4}$ L from F.P. ...	<u>157</u>	2	<u>314</u>	<u>1</u>	<u>1</u>	2	<u>1</u>
$\frac{1}{4}$ L „ ...	<u>628</u>	4	<u>2512</u>	<u>1</u>	<u>1</u>	4	<u>1</u>
F.P. ...	<u>1413</u>	1	<u>1413</u>	<u>1</u>	<u>1</u>	1	<u>Nil</u>
Total ...			<u>6359</u>				<u>Nil</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 = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{6359 \times (.75 - .1657)}{18} = 206 \text{ m/m}$
 If limited on account of midship superstructure. 5843 ✓ If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <u>4.115</u> Ft. Summer freeboard = <u>705</u> Moulded draught (d) = <u>3.410</u> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4} \text{ inches} = 71 \text{ m/m}$ Addition for Winter North Atlantic Freeboard (if required) = <u>Nil assigned</u>	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 1485$ Tons per inch immersion at summer load water line $T = 12.1$ Deduction = $\frac{\Delta}{40 T} \text{ inches} = 78 \text{ m/m}$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $.87 + .68 = 1.55 / 1.36$ <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td><u>56</u></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td><u>146</u></td> </tr> <tr> <td>Sheer correction</td> <td><u>206</u></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td><u>31</u></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><u>293</u></td> <td><u>146</u></td> </tr> <tr> <td>Summer Freeboard =</td> <td><u>710</u></td> <td></td> </tr> </table>		+	-	Depth Correction	<u>56</u>		Deduction for superstructures		<u>146</u>	Sheer correction	<u>206</u>		Round of Beam correction	<u>31</u>		Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.				<u>293</u>	<u>146</u>	Summer Freeboard =	<u>710</u>	
	+	-																											
Depth Correction	<u>56</u>																												
Deduction for superstructures		<u>146</u>																											
Sheer correction	<u>206</u>																												
Round of Beam correction	<u>31</u>																												
Correction for Thickness of Deck amidships																													
Other corrections, scantlings, etc.																													
	<u>293</u>	<u>146</u>																											
Summer Freeboard =	<u>710</u>																												

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc <u>146</u> Fresh Water Line „ „ <u>76</u> Tropical Line „ „ <u>70</u> Winter Line below „ „ <u>70</u> Winter North Atlantic Line „ „ <u>Nil assigned</u>	Tropical Fresh Water Freeboard <u>559</u> Fresh Water „ <u>629</u> Tropical „ <u>635</u> Winter „ <u>775</u> Winter North Atlantic „ <u>Nil assigned</u>
---	--

Freeboard as previously assigned by the American Bureau of Shipping
how to assign

M/V TURNIA

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.

$$\begin{array}{r} \text{Aft bridge} \quad 37-6 \\ + 1 \\ \hline 38-6 = \quad \underline{11.733 \text{ m.}} \end{array}$$

$$\begin{array}{r} \text{Freecastle} \quad 6.425 \\ - 6'' \quad 152 \\ \hline 6.273 \end{array}$$

$$\begin{array}{r} 4.115 \\ 1.067 \\ \hline \underline{3.048} \end{array}$$

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £



© 2020

Lloyd's Register
Foundation