

Computation of T.O. not in proposed

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.  
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. \_\_\_\_\_  
(For London Office only).

Ship's Name <b>MOAMOA.</b>	Official Number <b>159465</b>	Nationality and Port of Registry <b>Burine Hong Kong.</b>	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <b>145</b> Breadth <b>28.5</b> Depth <b>12.25</b>					Date of Survey <b>12-21-41</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <b>.68</b>					Particulars of Classification <b>+ work</b>

<b>Depth for Freeboard (D).</b>	<b>Depth correction.</b>	<b>Round of Beam correction.</b>
Moulded depth ... .. <b>12.25</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>+3.01</b>	Moulded Breadth (B) <b>28.5</b>
Stringer plate ... .. <b>.03</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{28.5 \times 12}{50} = 6.84$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = .21 \times .4214 = .09$	If restricted by superstructures	Ship's Round of Beam = <b>7.00</b>
Depth for Freeboard (D) = <b>12.37</b>		Difference <b>.16</b>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.16}{4} \times .4819 = .02$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equivalent</i>	<b>20.53</b>	<b>20.53</b>	<b>7.25</b>	-	<b>20.53</b>
" overhang <i>within</i>	<b>26.10</b>	<b>17.29</b>	-	-	<b>17.29</b>
R.Q.D. enclosed <i>within</i>	<b>1.40</b>	<b>.70</b>	-	-	<b>.70</b>
" overhang					
Bridge enclosed...					
" overhang aft					
" overhang forward					
F'cle enclosed ...	<b>28.54</b>	<b>28.54</b>	<b>7.25</b>	-	<b>28.54</b>
" overhang ...	<b>1.96</b>	<b>.98</b>	-	-	<b>.98</b>
Trunk aft ...					
" forward ...					<b>7.09</b>
Tonnage opening aft	<b>5.37</b>	<b>7.09 = 1/2 diff.</b>			<b>2.67</b>
" " forward					
Total ...	<b>83.90</b>	<b>75.13</b>			<b>75.13</b>

Standard Height of Superstructure **6.0**  
" " R.Q.D. **-**  
Deduction for complete superstructure **20.5**  
Percentage covered  $\frac{S}{L} = \frac{83.90}{145} = 57.86$   
" "  $\frac{S_1}{L} = \frac{75.13}{145} = 51.81$   
" "  $\frac{E}{L} = \frac{75.13}{145} = 51.81$   
Percentage from Table, Line A. **34.53**  
(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 = **20.5 x 34.53 = - 7.08**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...		1					1		
1/8 L from A.P. ...		4					4		
2/8 L " ...		2					2		
Amidships ...		4					4		
3/8 L from F.P. ...		2					2		
1/8 L " ...		4					4		
F.P. ...		1					1		
Total ...									

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 =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{...}{18} \left( .75 - \frac{75.13}{2 \times 145} \right) = +.12$   
If limited on account of midship superstructure.  
If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</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 = $\frac{\Delta}{40T}$ inches =	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient
Depth to Freeboard Deck = Ft.		
Summer freeboard =		
Moulded draught (d) =		
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =		
Addition for Winter North Atlantic Freeboard (if required) =		

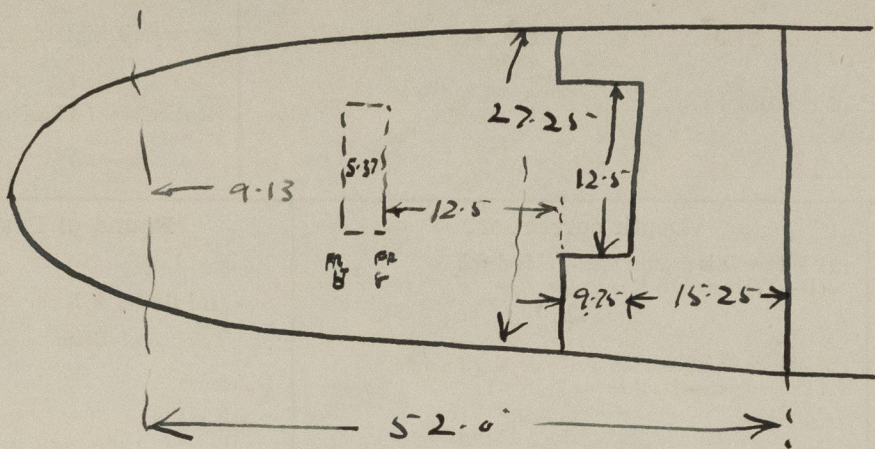
Depth Correction ... ..	<b>3.01</b>	-
Deduction for superstructures ... ..	<b>-</b>	<b>7.08</b>
Sheer correction ... ..	<b>.12</b>	-
Round of Beam correction... ..	<b>-</b>	<b>.02</b>
Correction for Thickness of Deck amidships ... ..	<b>1.42</b>	-
Other corrections, scantlings, etc. ... ..	<b>-</b>	<b>-</b>
	<b>4.55</b>	<b>7.10</b>
		<b>- 2.55</b>
		<b>Summer Freeboard = 12.30</b>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck: **1'-0 1/4"**

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.



$$\begin{array}{r}
 15.25 \\
 9.75 \\
 \hline
 25.00 \\
 - 4.47 \\
 \hline
 20.53
 \end{array}
 \quad
 \begin{array}{r}
 12.50 \\
 25.00 \\
 \hline
 37.50 \\
 20.53 \\
 \hline
 16.97
 \end{array}
 \quad
 \begin{array}{r}
 52.00 \\
 37.50 \\
 \hline
 14.50 \\
 5.37 \\
 \hline
 9.13 \\
 16.97 \\
 \hline
 26.10
 \end{array}$$

$-\frac{9.75 \times 12.5}{27.25} =$

Overhang forward of T.O. = 16.97.  
 " aft " = 9.13.  
 Chord

allowed  $16.97 \times .75 = 12.73$   
 allowed  $9.13 \times .50 = 4.56$   
 equilateral  
 $\frac{17.29}{20.53}$   
 $\frac{37.82}{52.00}$   
 Total diff  $\frac{14.18}{7.07}$   
 $\frac{1}{2}$  diff to add

Trade of ship.....

Names of sister ships.....

Builder's name and yard number.....

Owners.....

Fee £.....



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