

# Voyage loan line

## LLOYD'S REGISTER OF SHIPPING

### SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received .....

Index No. ....

Govt. Copy .....

Owners C11 .....

Ship's Name <b>LIDIA.</b>	Official Number	Nationality and Port of Registry <b>British</b>	Gross Tonnage	Date of Build <b>1943</b>	Port of Survey <b>17.5.63.</b>
Moulded Dimensions: Length <b>309.7</b> Breadth <b>50.0</b> Depth <b>25.02</b>					Surveyor's Signature  Particulars of Classification <b>Not classed</b>
Freeboard Length <b>Ditto</b>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>8100</b> tons					
Coefficient of fineness for use with Tables <b>.863</b>					

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... .. <b>25.02</b> Stringer plate ... .. <b>.03</b> Wood Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>—</b> Depth for Freeboard (D) = <b>25.05</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(25.05 - 20.60) 2.377 = +10.58$ (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ $4.45$ If restricted by superstructures <b>—</b>	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>50.0</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>12.0</b> Ship's Round of Beam = <b>Nil</b> Difference <b>-12.00</b> Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S}{L} \right)$ <b>12.0 - 4 = +3.0</b>
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**DEDUCTION FOR SUPERSTRUCTURES.**

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	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 ... ..					

Flush Deck

Standard Height of Superstructure  
 " " R.Q.D.  
 Deduction for complete superstructure  
 Percentage covered  $\frac{S}{L} =$   
 " "  $\frac{S_1}{L} =$   
 " "  $\frac{E}{L} =$   
 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 = **Nil.**

**SHEER CORRECTION.**

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<b>40.90</b>	<b>1</b>	<b>40.9</b>	<b>34.75</b>	<b>40.9</b>	<b>1</b>	<b>40.9</b>	<b>1</b>	<b>40.9</b>
$\frac{1}{2}$ L from A.P. ... ..	<b>18.20</b>	<b>4</b>	<b>72.8</b>	<b>24.8</b>	<b>18.2</b>	<b>4</b>	<b>72.8</b>	<b>4</b>	<b>72.8</b>
$\frac{3}{4}$ L " ... ..	<b>4.50</b>	<b>2</b>	<b>9.0</b>	<b>12.75</b>	<b>4.5</b>	<b>2</b>	<b>9.0</b>	<b>2</b>	<b>9.0</b>
Amidships ... ..	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>
$\frac{3}{4}$ L from F.P. ... ..	<b>9.0</b>	<b>2</b>	<b>18.0</b>	<b>-12.13</b>	<b>-12.13</b>	<b>2</b>	<b>-24.26</b>	<b>2</b>	<b>-24.26</b>
$\frac{1}{2}$ L " ... ..	<b>36.4</b>	<b>4</b>	<b>145.6</b>	<b>-12.63</b>	<b>-12.63</b>	<b>4</b>	<b>-50.52</b>	<b>4</b>	<b>-50.52</b>
F.P. ... ..	<b>81.8</b>	<b>1</b>	<b>81.8</b>	<b>58.13</b>	<b>58.13</b>	<b>1</b>	<b>+58.13</b>	<b>1</b>	<b>+58.13</b>
Total ... ..			<b>368.10</b>				<b>106.05</b>		

Mean actual sheer aft = **Excess**  
 Mean standard sheer aft  
 Mean actual sheer forward = **Deficient**  
 Mean standard sheer forward  
 Length of enclosed superstructure forward of amidships = **—**  
 " " aft of " = **—**

$\frac{45.65 + 4.63}{1.36} = 1.543/1.36$   
 $863 + 68 = 1.543/1.36$   
**50.28**  
**57.05**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{262.05}{18} \times .75 = +10.92$   
 If limited on account of midship superstructure.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>25.05</b> Summer freeboard = <b>13.04</b> Moulded draught (d) = <b>12.01</b> Keel allowance = <b>—</b> Extreme draught = <b>—</b> Deduction for Tropical freeboard and addition for = <b>—</b> Winter freeboard = $\frac{d}{4}$ inches = <b>—</b> Addition for Winter North Atlantic Freeboard (if required) = <b>—</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 = <b>3</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient <b>1.36</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td>Depth Correction</td><td>...</td><td>...</td><td>...</td><td><b>10.58</b></td><td>—</td></tr> <tr><td>Deduction for superstructures</td><td>...</td><td>...</td><td>...</td><td>—</td><td>—</td></tr> <tr><td>Sheer correction</td><td>...</td><td>...</td><td>...</td><td><b>10.92</b></td><td>—</td></tr> <tr><td>Round of Beam correction</td><td>...</td><td>...</td><td>...</td><td><b>3.00</b></td><td>—</td></tr> <tr><td>Correction for Thickness of Deck amidships</td><td>...</td><td>...</td><td>...</td><td><b>74.95</b></td><td>—</td></tr> <tr><td>Other corrections, scantlings, etc.</td><td>...</td><td>...</td><td>...</td><td><b>99.45</b></td><td>—</td></tr> <tr><td colspan="5"><b>Summer Freeboard = 156.50</b></td></tr> </table>	Depth Correction	...	...	...	<b>10.58</b>	—	Deduction for superstructures	...	...	...	—	—	Sheer correction	...	...	...	<b>10.92</b>	—	Round of Beam correction	...	...	...	<b>3.00</b>	—	Correction for Thickness of Deck amidships	...	...	...	<b>74.95</b>	—	Other corrections, scantlings, etc.	...	...	...	<b>99.45</b>	—	<b>Summer Freeboard = 156.50</b>				
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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 <b>3"</b> ... <b>76mm</b>	Tropical Fresh Water Freeboard <b>12'-0 1/2"</b> ... <b>3899mm</b>
Fresh Water Line " " <b>3"</b> ... <b>76mm</b>	Fresh Water " " <b>12'-0 1/2"</b> ... <b>3899mm</b>
Tropical Line " " <b>0</b> ... <b>0</b>	Tropical " " <b>13'-0 1/2"</b> ... <b>3975mm</b>
Winter Line below " " <b>NOT ASSIGNED</b>	Winter " " <b>NOT ASSIGNED</b>
Winter North Atlantic Line " " <b>NOT ASSIGNED</b>	Winter North Atlantic " " <b>NOT ASSIGNED</b>

28 MAY 1963