

AMENDED

Rpt. C.11 (Comp.)

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 GASCOGNE	Official Number	Nationality and Port of Registry FRENCH LA ROCHELLE	Gross Tonnage 480	Date of Build 1963	Port of Survey HAARLEM
Moulded Dimensions: Length 30.000 m Breadth 7.000 m Depth 4.000 m Freeboard Length 30.000 m Moulded displacement at moulded draught = 85 per cent. of moulded depth 394 m tons (excluding bossing) Coefficient of fineness for use with Tables .68 (Actual .538)					Date of Survey WHILST BUILDING
Surveyor's Signature E.O.H.F. PRONKER					Particulars of Classification +100 A1 Steam Trawler (CONTINGENT)

DEPTH FOR FREEBOARD (D). Moulded depth ... 4.000 Stringer plate 8 1/2 in008 Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = \left(\frac{25.19}{30.00} \times 65 \right) = .055$ Depth for Freeboard (D) = 4.063	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = $8.33 \left(\frac{4.063 - 2.000}{2.063} \right) 7.576 = +1307$ (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) 7.000 m Standard Round of Beam = $\frac{B}{50} = 140 \text{ mm}$ Ship's Round of Beam = 140 mm Difference 0 Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \text{NIL}$
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DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed200	.200	2.000		.200
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	4.450	4.450	2.000	/	4.450
" overhang160	.080	/	/	.080
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	4.810	4.730			4.730

Standard Height of Superstructure	1.830 m
" " R.Q.D.	-
Deduction for complete superstructure	403 mm
Percentage covered $\frac{S}{L} =$	16.03
" " $\frac{S_1}{L} =$	15.77
" " $\frac{E}{L} =$	7.89
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 = $403 \times .0789 =$	32 mm

MEASURED FROM LINE PARALLEL TO KEEL. SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	504	1	504	1047	504	1	504
1/4 L from A.P. ...	224	4	896	502	224	4	896
1/2 L " ...	56	2	112	147	56	2	112
Amidships ...	0	4	0	0	0	4	0
3/4 L from F.P. ...	112	2	224	10	10	2	20
1/4 L " ...	448	4	1792	187	187	4	628
F.P. ...	1008	1	1008	477	477	1	477
Total ...			4536				2637

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{1899}{18} \times (.75 - .0802) = 71 \text{ mm}$
 If limited on account of midship superstructure.

Mean actual sheer aft = **EXCESS BUT LIMITED TO STANDARD**
 Mean standard sheer aft =
 Mean actual sheer forward = **DEFICIENT**
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships =
 " " aft of " = **NIL**

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 4.073 Summer freeboard = .430 Moulded draught (d) = 3.643 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = 76 mm Winter freeboard = $\frac{d}{48} = 75 \text{ mm}$ Addition for Winter North Atlantic Freeboard (if required) = NOT ASSIGNED	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40 T} \text{ inches}$ $\frac{d}{48} = 75 \text{ mm}$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient NIL <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>130</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>32</td> </tr> <tr> <td>Sheer correction</td> <td>71</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>10</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>211</td> <td>32</td> </tr> </table> Summer Freeboard = 429 = 430 mm		+	-	Depth Correction	130	-	Deduction for superstructures	-	32	Sheer correction	71	-	Round of Beam correction	-	-	Correction for Thickness of Deck amidships	10	-	Other corrections, scantlings, etc.	-	-		211	32
	+	-																								
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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	NOT ASSIGNED	Tropical Fresh Water Freeboard	NOT ASSIGNED
Fresh Water Line	75 mm	Fresh Water	355 mm
Tropical Line	NOT ASSIGNED	Tropical	NOT ASSIGNED
Winter Line below	75 mm	Winter	505 mm
Winter North Atlantic Line	NOT ASSIGNED	Winter North Atlantic	NOT ASSIGNED

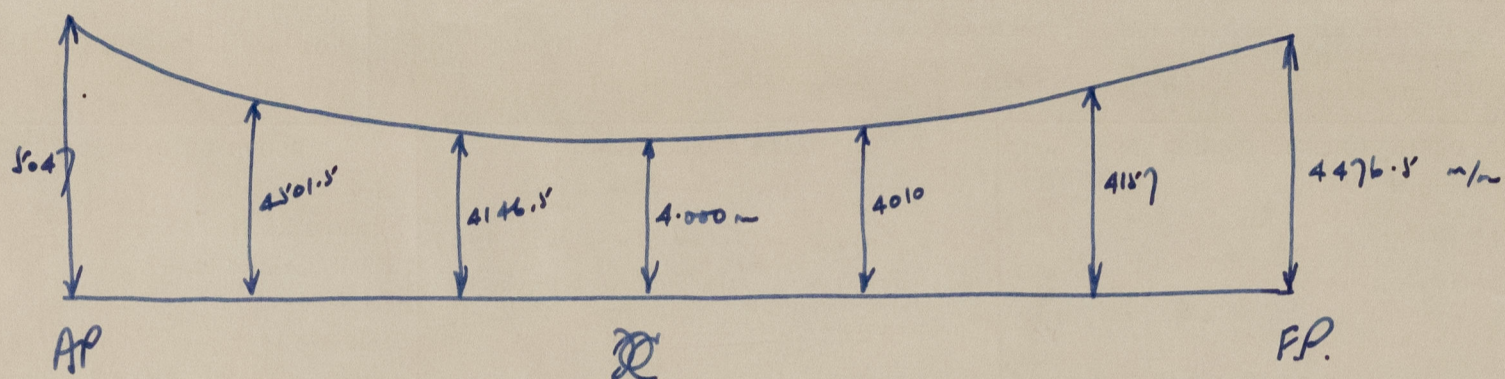
25 JUN 1963

3m, 10, 62. T.

012042-012046-0160

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.

SHEERS TAKEN PARALLEL TO KEEL



FINAL FREEBOARDS ROUNDED OFF TO THE NEAREST $\frac{1}{2}$ cm.

Trade of ship.....

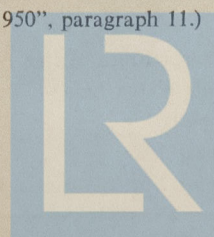
Names of sister ships.....

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

Owners

Fee £.....

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950", paragraph 11.)



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