

Amended with 1966 tabular freeboard

Rpt. C.11 (Comp.)

For LONDON OFFICE ONLY

# LLOYD'S REGISTER OF SHIPPING

## SURVEYS FOR FREEBOARD

(COMPUTATION FOR ~~STEAMER~~ <sup>TYPE A</sup> SAILING SHIP, TANKER)

Received .....  
 Index No. ....  
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Ship's Name <b>NAESS VENTURER</b>	Official Number <b>799</b>	Nationality and Port of Registry <b>LIBERIAN MONROVIA</b>	Gross Tonnage	Date of Build <b>AUGUST 1956</b>
Moulded Dimensions: Length <b>28.4004</b> Breadth <b>14.031</b> Depth <b>14.031</b>		Freeboard Length <b>197.074 (TO Q OF RUBBER STOCK)</b>		
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <b>49300</b> tons		Coefficient of fineness for use with Tables <b>.990</b>		

Port of Survey **LONDON H.O.**  
 Date of Survey **29/9 - 1966**  
 Surveyor's Signature **Todd Jensen**  
 Particulars of Classification **41001 C.P.B.**

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>14.000</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>+ 224 mm</b>	Moulded Breadth (B) ... ..
Stringer plate ... .. <b>.031</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50}$ =
Wood Sheathing on exposed deck	If restricted by superstructures	Ship's Round of Beam =
$T \left( \frac{L-S}{L} \right) =$		Difference
Depth for Freeboard (D) = <b>14.031</b>		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b>-3</b>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	42.402	42.402	2.64	-	42.402
" overhang ... ..					
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed ... ..	12.871	12.578	2.64		12.578
" overhang aft ... ..					
" overhang forward ... ..					
F'cle enclosed ... ..	25.644	25.644	2.64		25.644
" overhang ... ..					
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" " forward ... ..					
Total ... ..	80.917	80.624			80.624

Standard Height of Superstructure **2300 mm**  
 " " R.Q.D. ... ..  
 Deduction for complete superstructure **1070 mm**  
 Percentage covered  $\frac{S}{L} = 41.07$   
 $\frac{S_1}{L} =$   
 $\frac{E}{L} =$  } **40.93**  
 Percentage from Table, Line A, TYPE A **31.93**  
 (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 =  $1070 \times .3193 = - 342 \text{ mm}$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	M	Product
A.P. ... ..		1			472	472	1	472
$\frac{1}{4}$ L from A.P. ... ..		4			33	33	4	132
$\frac{1}{2}$ L " ... ..		2			-	-	2	-
Amidships ... ..	0	4	0	0	0	0	4	0
$\frac{3}{4}$ L from F.P. ... ..		2			-	-	2	-
$\frac{1}{4}$ L " ... ..		4			60	60	4	240
F.P. ... ..		1			1930	1930	1	1930
Total ... ..				17053				2774

allowance for excess ht.  
 fresh:  $\frac{300}{3} \times \frac{25.644}{197} = 13 \text{ mm}$   
 poop:  $\frac{793}{3} \times \frac{42.402}{197} = 59 \text{ mm}$   
**70 mm**  
 Mean actual sheer aft = **Ref.**  
 Mean standard sheer aft = **Ref.**  
 Mean actual sheer forward = **Ref.**  
 Mean standard sheer forward = **Ref.**  
 Length of enclosed superstructure forward of amidships = **Ref. sheer.**  
 " " aft of " = **Ref. sheer.**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{(14274 - 70)}{18} \left( .75 - \frac{20535}{2774} \right) = + 393$   
 If limited on account of midship superstructure. If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required) <b>2582 mm</b>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line $\Delta = 45130 \text{ mt.}$	Correction for coefficient <b>149/136</b> <b>2791</b>
Depth to Freeboard Deck = <b>14.031</b>	Tons per inch immersion at summer load water line $T = 114.59$	Depth Correction ... .. <b>224</b>
Summer freeboard = <b>3.068</b>	Deduction = $\frac{\Delta}{40 T}$ inches = <b>9.84 = 9 <math>\frac{3}{4}</math></b>	Deduction for superstructures ... .. <b>342</b>
Moulded draught (d) = <b>10.970</b>		Sheer correction ... .. <b>393</b>
Keel allowance =		Round of Beam correction ... .. <b>3</b>
Extreme draught =		Correction for Thickness of Deck amidships ... ..
Deduction for Tropical freeboard and addition for = <b>9.00</b>		Other corrections, scantlings, etc. ... ..
Winter freeboard = $\frac{d \text{ mm}}{25.4} = 228\frac{1}{2} = 9$		<b>617</b> <b>345</b> <b>272</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>228.5 + 164 = 392.5 = 15 <math>\frac{1}{2}</math></b>		Summer Freeboard = <b>3063 mm</b>

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

Tropical Fresh Water Line above Centre of Disc ... .. <b>18 <math>\frac{3}{4}</math></b>	Tropical Fresh Water Freeboard
Fresh Water Line " " ... .. <b>9 <math>\frac{3}{4}</math></b>	Fresh Water
Tropical Line " " ... .. <b>9</b>	Tropical
Winter Line below " " ... .. <b>9</b>	Winter
Winter North Atlantic Line " " ... .. <b>15 <math>\frac{1}{2}</math></b>	Winter North Atlantic

10' - 0 1/2  
 8' - 5 3/4  
 9' - 2 3/4  
 9' - 3 1/2  
 10' - 9 1/2  
 11' - 4  
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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.

*No empty tanks in fully loaded condition  
Heeling & trimming not required*

*29/9/66  
G.*

Trade of Ship.....

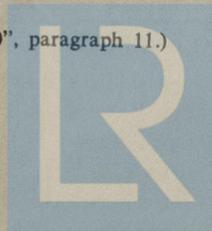
Names of sister ships.....

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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