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15 MAR 1950  
Index No. 42241  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>RAHUMANI (Ex Vic 31)</b>	Official Number	Nationality and Port of Registry (British) Ceylonese COLOMBO	Gross Tonnage	Date of Build	Port of Survey <b>COLOMBO</b>
Moulded Dimensions: Length <b>66'-9"</b> ✓ Breadth <b>18'-6"</b> ✓ Depth <b>9'-6"</b> ✓ <del>Freeboard Length 66'-6"</del> Breadth over Belting <b>18'-8"</b>					Date of Survey <b>6th March 1950</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth..... tons					Surveyor's Signature <i>T. H. Noel</i>
Coefficient of fineness for use with Tables <b>.82 ASSUMED</b> ✓					Particulars of Classification <b>+100A</b> For restricted Coasting Services

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... .. <b>9.50</b> Stringer plate ... Main Deck ... <b>3.83</b> Sheathing on exposed deck <b>NONE</b> $T \frac{(L-S)}{L} =$ Depth for Freeboard (D) = <b>9.53</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = $(9.53 - 4.45) \cdot 513 = +2.61$ ✓ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓ If restricted by superstructures ✓	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>18.42</b> ✓ Standard Round of Beam = $\frac{B \times 12}{50} = 4.42$ ✓ Ship's Round of Beam = <b>6"</b> ✓ Difference = <b>1.58</b> ✓ Restricted to ✓ Correction = $\frac{\text{Diff}^2}{4} \times (1 - \frac{S_1}{L}) = \frac{1.58^2}{4} \times .637 = -.27$ ✓
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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 ... ..	<b>21'-3"</b> ✓	<b>21.25</b>	<b>36"</b>		<b>21.25</b> ✓
" overhang ... ..	<b>Nil</b>				
Bridge enclosed ... ..					
" overhang aft ... ..					
" overhang forward ... ..					
F'cle enclosed ... ..					
" overhang ... ..					
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" " forward ... ..					
<b>Total ... ..</b>	<b>21'-3"</b> ✓	<b>21.25</b>			<b>21.25</b> ✓

Standard Height of Superstructure	<b>6.00</b> ✓
" " R.Q.D.	<b>3.00</b> ✓
Deduction for complete superstructure	<b>12.68</b> ✓
Percentage covered $\frac{S}{L} =$	} <b>31.83</b> ✓
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	
Percentage from Table, Line A.	<b>16.55</b> ✓
(corrected for absence of forecastle (if required))	<b>11.55</b> ✓
Percentage from Table, Line B.	✓
(corrected for absence of forecastle (if required))	✓
Interpolation for bridge less than .2L (if required)	
Deduction = $12.68 \times 11.55 = -1.46$ ✓	

**SHEER CORRECTION.**

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<b>16.675</b>	1		<b>16.67</b>	<b>60" 3/4</b>	<b>24.0</b>	1		<b>24.0</b>
1/2 L from A.P. ... ..	<b>7.42</b>	4		<b>29.68</b>	<b>44" 3/4</b>	<b>8.0</b>	4		<b>32.0</b>
2/3 L " ... ..	<b>1.83</b>	2		<b>3.66</b>	<b>2 1/2"</b>	<b>2.5</b>	2		<b>5.0</b>
Amidships ... ..	-	4		-	<b>0"</b>	✓	4		✓
2/3 L from F.P. ... ..	<b>3.67</b>	2		<b>7.34</b>	<b>3 1/2"</b>	<b>3.5</b>	2		<b>7.0</b>
1/2 L " ... ..	<b>14.84</b>	4		<b>59.36</b>	<b>16 1/2"</b>	<b>16.5</b>	4		<b>66.0</b>
F.P. ... ..	<b>33.35</b>	1		<b>33.35</b>	<b>36"</b>	<b>36.0</b>	1		<b>36.0</b>
<b>Total ... ..</b>				<b>150.06</b>					<b>170.0</b>

Mean actual sheer aft  
Mean standard sheer aft = **EXCESS.**

Mean actual sheer forward  
Mean standard sheer forward = **EXCESS.**

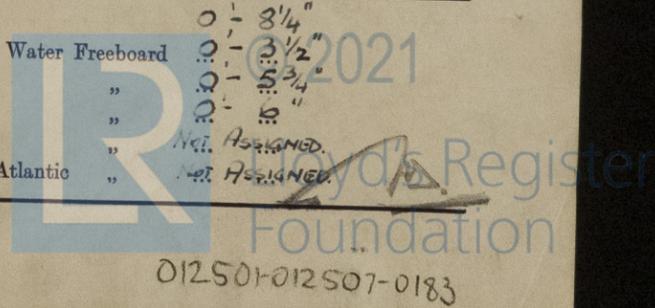
Length of enclosed superstructure forward of amidships = } **Nil.**  
 " " aft of " = }

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{19.94}{18} (.75 - .1592) = -.65$  ✓  
 If limited on account of midship superstructure. **Yes. No ALLOWANCE.** ✓ **.5908.** If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

<b>Deduction for Tropical Freeboard.</b> Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <b>9.53</b> Ft. Summer freeboard = <b>.69</b> Moulded draught (d) = <b>8.84</b> ✓ Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $\frac{8.84}{4} = 2.21 = 2 1/4$ ✓ Addition for Winter North Atlantic Freeboard (if required) = <b>NOT ASSIGNED.</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 = $\frac{1}{40 \times 20} = 2 1/2$ ✓	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{82 \times 68}{1.36} = \frac{1.50}{1.36}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td><b>2.61</b></td> <td>✓</td> </tr> <tr> <td>Deduction for superstructures</td> <td>✓</td> <td><b>1.46</b></td> </tr> <tr> <td>Sheer correction</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Round of Beam correction</td> <td>✓</td> <td><b>.27</b></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><b>2.61</b></td> <td><b>1.73</b></td> </tr> </table> Summer Freeboard = <b>8.25</b>		+	-	Depth Correction	<b>2.61</b>	✓	Deduction for superstructures	✓	<b>1.46</b>	Sheer correction	✓	✓	Round of Beam correction	✓	<b>.27</b>	Correction for Thickness of Deck amidships	✓	✓	Other corrections, scantlings, etc.	✓	✓		<b>2.61</b>	<b>1.73</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>4 3/4</b> ✓	Tropical Fresh Water Freeboard	<b>0 - 3 1/4</b> ✓
Fresh Water Line	<b>2 1/2</b> ✓	Fresh Water	<b>0 - 5 3/4</b> ✓
Tropical Line	<b>2 1/4</b> ✓	Tropical	<b>0 - 0</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>



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.

Trade of ship .....

Names of sister ships .....

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

Owners .....

Fee £ .....

*[Handwritten mark]*



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