TIMBER.

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

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
SHINWA MARU		JAPANESE TOKYO		

Port of Survey _____

Date of Survey 17.10.50.

Moulded Dimensions: Length 82.300 M Breadth 12.200 M Depth 6.200 M

Moulded displacement at moulded draught = 85 per cent. of moulded depth 4025 METRIC tons

Surveyor's Signature _____

Coefficient of fineness for use with Tables .742

Particulars of Classification _____

DEPTH FOR FREEBOARD (D).

Moulded depth 6.200

Stringer plate 15

Sheathing on exposed deck $T\left(\frac{L-S}{L}\right) =$

Depth for Freeboard (D) = 6215

DEPTH CORRECTION.

(a) Where D is greater than Table depth (D—Table depth) R = +126 m/m

(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)

Standard Round of Beam $= \frac{B \times 12}{50} =$

Ship's Round of Beam =

Difference

Restricted to

Correction $= \frac{\text{Diff}^n}{4} \times \left(1 - \frac{S_1}{L}\right) = -1$ m/m

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S₁)	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	35.330	35330			35330

Standard Height of Superstructure 1.891

" " R.Q.D. ✓

Deduction for complete superstructure 839

Percentage covered $\frac{S}{L} =$

" " $\frac{S_1}{L} = \Big\} 42.93$

" " $\frac{E}{L} =$

Percentage from Table, Line A TIMBER 64.83
(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 = $839 \times ·6483 = 544$ ✓

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
¼L from A.P. ...		4				4	
⅔L " ...		2				2	
Amidships ...		4				4	
⅔L from F.P. ...		2				2	
¼L " ...		4				4	
F.P.		1				1	
Total ...			8457				8750

$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} = \Big\}$ Excess.

$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} =$

$\frac{\text{Length of enclosed superstructure}}{L}$ forward of amidships $= \Big\}$ NiL.

" " aft of " $=$

Correction $= \frac{\text{Difference between sums of products}}{18} \left(·75 - \frac{S}{2L}\right) = -9$ m/m

If limited on account of midship superstructure. YES NiL.

If limited to maximum allowance of 1½ ins. per 100 ft. ✓

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Ft.

TIMBER Depth to Freeboard Deck = 6215

Summer freeboard = 552

Moulded draught (d) = 5663

Deduction for Tropical freeboard and addition for Winter freeboard $= \frac{d}{48}$ inches = 118 m/m ✓

Addition for Winter North Atlantic Freeboard (if required) $= d/36 = 157$ m/m ✓

Deduction for Fresh Water.

Displacement in salt water at summer load water line

△ =

Tons per inch immersion at summer load water line

T =

Deduction $= \frac{△}{40 T}$ inches = 120 m/m.

TABULAR FREEBOARD (corrected for Flush Deck (if required)) 929

Correction for coefficient $\frac{·742 + ·68}{1·36} = \frac{1·422}{1·36}$ 971.

	+	−
Depth Correction	126	−
Deduction for superstructures ...		544
Sheer correction	−	−
Round of Beam correction ...	−	1
Correction for Thickness of Deck amidships ...	−	−
Other corrections, scantlings, etc.	−	−
	126	545	− 419

A.R. 20.10.50

Summer Freeboard = 552

TIMBER SUMMER FREEBOARD amidships from top of Deck Line, Steel, Deck :— 552 m/m

	above Centre of Disc		
TIMBER Tropical Fresh Water Line above Centre of Disc	564 m/m	Tropical Fresh Water Freeboard	314 m/m
" Fresh Water Line " "	446 "	Fresh Water "	432 "
" Tropical Line " "	444 "	Tropical "	434 "
" Winter Line below "	169 "	Winter "	709 "
" Winter North Atlantic Line BELOW "	162 "	Winter North Atlantic "	1040 "
" SUMMER LINE ABOVE "	326 "		

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