

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>SEVEN SEAS</b>	Official Number <b>7</b>	Nationality and Port of Registry <b>PANAMANIAN PANAMA</b>	Gross Tonnage <b>1940</b>	Date of Build <b>1940</b>	Port of Survey <b>BREMEN</b>
Moulded Dimensions: Length <b>465.00'</b> Breadth <b>69.50'</b> Depth <b>42.50'</b>				Date of Survey <b>JANUARY - FEBRUARY, 1954</b>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>23.000</b> tons				Surveyor's Signature <b>A. J. G. [Signature]</b>	
Coefficient of fineness for use with Tables <b>.690</b>				Particulars of Classification <b>100 A1 WITH FREEBOARD</b>	

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... <b>42.50'</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>42.69 - 31.003 = +35.07</b>	Moulded Breadth (B) <b>69.50'</b>
Stringer plate ... <b>.80"</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>✓</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{69.50 \times 12}{50} = 16.68$
Sheathing on exposed deck <b>2553</b>		Ship's Round of Beam $\frac{B \times 12}{50} = \frac{69.50 \times 12}{50} = 16.68$
$T \left( \frac{L-S}{L} \right) = \frac{2553}{465} \times 0.214 = 0.12$		Difference <b>+3.07</b>
Depth for Freeboard (D) = <b>42.69</b>	If restricted by superstructures <b>✓</b>	Restricted to <b>-0.52</b>
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{5.2}{4} \times \left( 1 - \frac{16.68}{69.50} \right) = +0.08$

DEDUCTION FOR SUPERSTRUCTURES.					Standard Height of Superstructure <b>7.5'</b>	
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	✓	✓	✓	✓	✓	Percentage covered $\frac{S}{L} = \frac{39.66}{L} = 39.09$
" overhang ...	✓	✓	✓	✓	✓	" " $\frac{S_1}{L} = \frac{39.09}{L} = 38.70$
R.Q.D. enclosed ...	✓	✓	✓	✓	✓	" " $\frac{E}{L} = \frac{38.70}{L} = 22.39$
" overhang ...	✓	✓	✓	✓	✓	Percentage from Table, Line A. <b>22.39</b>
Bridge enclosed ...	<b>64.0'</b>	<b>64.0'</b>	<b>9'-2"</b>		<b>64.00</b>	(corrected for absence of forecastle (if required))
" overhang aft ...	<b>2.2'</b>	<b>1.65'</b>	<b>8'-10"</b>		<b>1.65</b>	Percentage from Table, Line B. <b>26.39</b>
" overhang forward ...	<b>2.2'</b>	<b>1.1'</b>	<b>9'-6"</b>		<b>1.10</b>	(corrected for absence of forecastle (if required))
F'cle enclosed ...	<b>114.0'</b>	<b>114.0'</b>	<b>7'-3"</b>		<b>112.18</b>	Interpolation for bridge less than .2L (if required) <b>25.26</b>
" overhang ...	<b>2.2'</b>	<b>1.0'</b>	<b>9'-6"</b>		<b>1.00</b>	Deduction = <b>42.00 x 25.26 = -10.61</b>
Trunk aft ...	✓	✓	✓	✓	✓	
" forward ...	✓	✓	✓	✓	✓	
Tonnage opening aft ...	✓	✓	✓	✓	✓	
" " forward ...	✓	✓	✓	✓	✓	
Total ...	<b>484.4'</b>	<b>181.1'</b>			<b>179.93</b>	

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P. ...	<b>56.50</b>	1	✓	<b>56.50</b>	<b>78.00</b>	<b>78.00</b>	1
1/2 L from A.P. ...	<b>25.14</b>	4	✓	<b>100.56</b>	<b>33.00</b>	<b>33.00</b>	4
1/2 L " ...	<b>6.22</b>	2	✓	<b>12.44</b>	<b>8.25</b>	<b>8.25</b>	2
Amidships ...	✓	4	✓	<b>0.00</b>	✓	✓	4
1/2 L from F.P. ...	<b>12.43</b>	2	✓	<b>24.86</b>	<b>17.02</b>	<b>17.02</b>	2
1/2 L " ...	<b>50.28</b>	4	✓	<b>201.12</b>	<b>67.37</b>	<b>67.37</b>	4
F.P. ...	<b>113.00</b>	1	✓	<b>113.00</b>	<b>144.00</b>	<b>144.00</b>	1
Total ...				<b>508.48</b>			

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{165.54}{18} \left( .75 - \frac{1983}{5517} \right) = -5.07$

If limited on account of midship superstructure. **YES = NIL**

If limited to maximum allowance of 1 1/2 ins. per 100 ft. **✓**

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{68+69}{1.36} = \frac{1.37}{1.36}$
Depth to Freeboard Deck = <b>42.78</b>	$\Delta =$	Depth Correction <b>35.97</b>
Summer freeboard =	Tons per inch immersion at summer load water line	Deduction for superstructures <b>10.61</b>
Moulded draught (d) =	T =	Sheer correction ...
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction <b>.08</b>
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships <b>1.06</b>
		Other corrections, scantlings, etc. ...
		Summer Freeboard =

## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

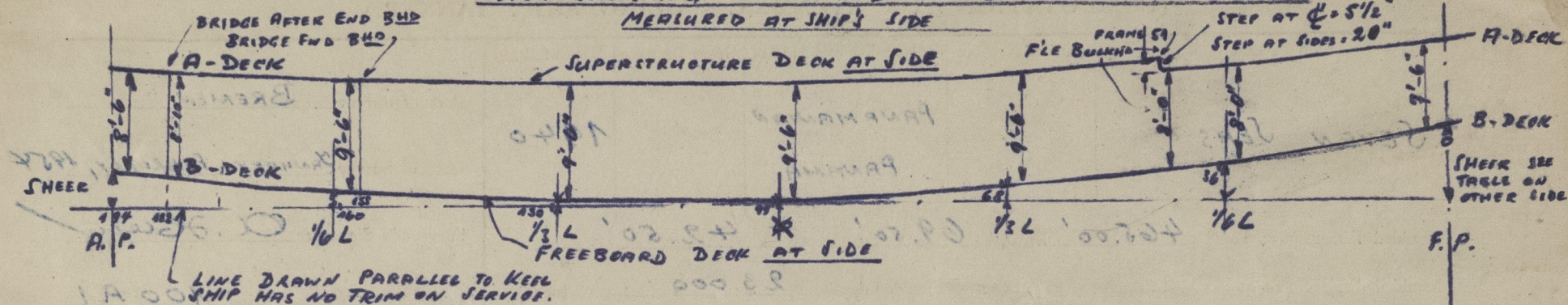
Tropical Fresh Water Line above Centre of Disc	...	Tropical Fresh Water Freeboard	...
Fresh Water Line	"	Fresh Water	"
Tropical Line	"	Tropical	"
Winter Line below	"	Winter	"
Winter North Atlantic Line	"	Winter North Atlantic	"



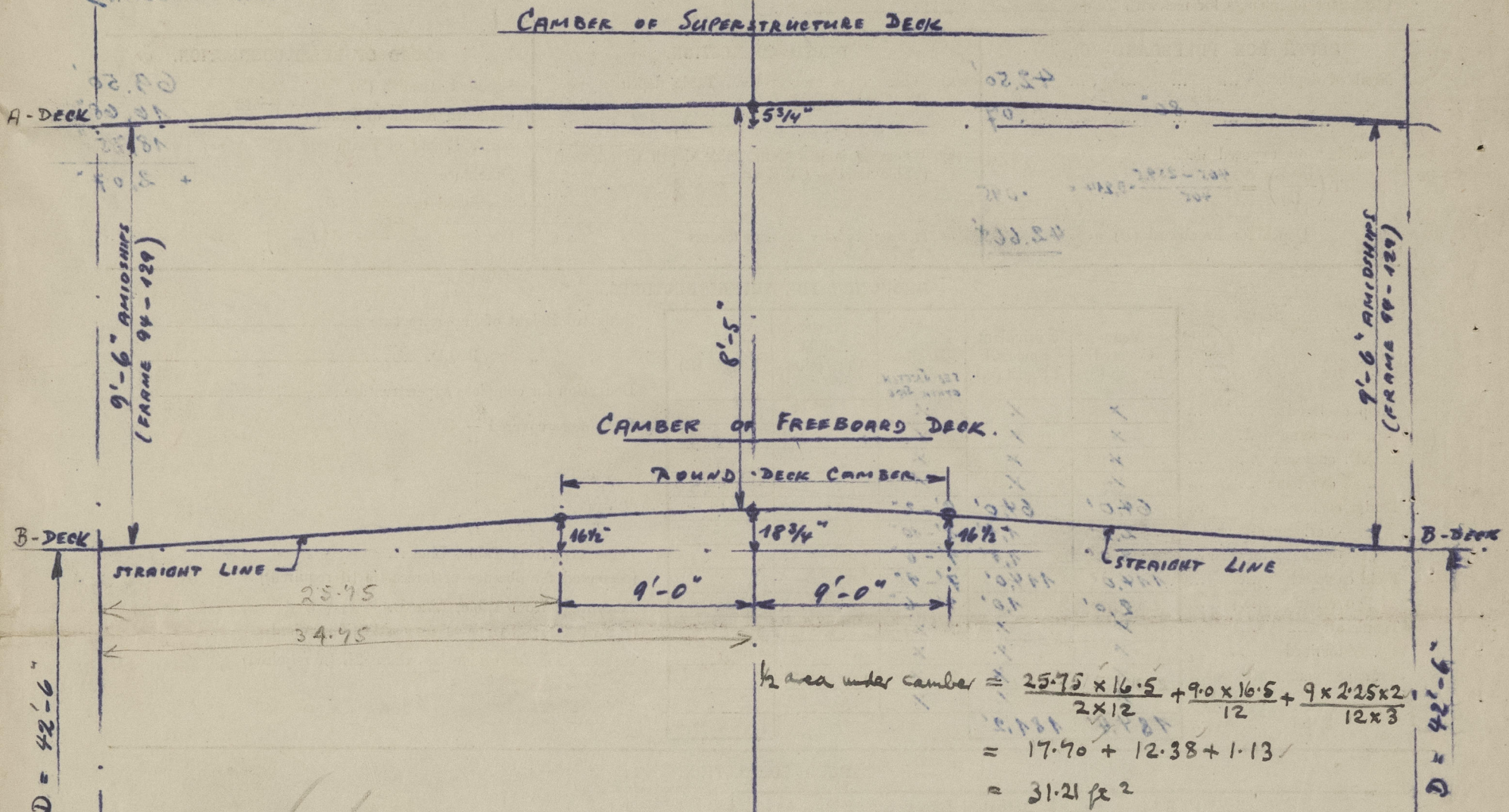
A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

### SKETCH SHOWING SHEER AND ROUND OF DECK BEAMS

MEASURED AT SHIP'S SIDE



### CAMBER OF SUPERSTRUCTURE DECK



$$\begin{aligned} \text{BRIDGE } 2L &= 93.00 \\ \text{effective length} &= 66.75 \\ \% \text{ between A \& B} &= 22.39 + (4 \times \frac{66.75}{93.00}) \\ &= 22.39 + 2.87 \\ &= 25.26 \end{aligned}$$

$$\begin{aligned} \frac{1}{2} \text{ area under camber} &= \frac{25.75 \times 16.5}{2 \times 12} + \frac{9.0 \times 16.5}{12} + \frac{9 \times 2.25 \times 2}{12 \times 3} \\ &= 17.90 + 12.38 + 1.13 \\ &= 31.21 \text{ ft}^2 \end{aligned}$$

$$\begin{aligned} \text{Equivalent Camber} &= \frac{31.21 \times 3}{34.75 \times 2} \\ &= 1.347 \text{ ft} \\ &= 16.16 \text{ inches} \end{aligned}$$

Trade of ship UNRESTRICTED INTERNATIONAL PASSENGER AND CARGO VESSEL

Names of sister ships NONE

Builder's name and yard number SUN SHIPBUILDING AND DRYDOCK CO.

Owners CARIBBEAN LAND & SHIPPING CORPORATION

Fee £ 62 10 0. At to Sun 26/1/54



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