

AMENDED LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received

Index No.

Govt. Copy

Owners C11

Ship's Name SEVEN SEAS.	Official Number	Nationality and Port of Registry PANAMANIAN. PANAMA.	Gross Tonnage	Date of Build 1940.	Port of Survey BREMEN.
Moulded Dimensions: Length 466.00 Breadth 69.50 Depth 42.50					Date of Survey JAN. FEB. 1964
Freeboard Length					Surveyor's Signature A. Holtz.
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 23000 tons					Particulars of Classification 100 A1.
Coefficient of fineness for use with Tables -690					WITH FREEBOARD.

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 42.50	(a) Where D is greater than Table depth (D - Table depth) R = $(42.68 - 31.00) \times 3.00 = 35.04$	Moulded Breadth (B) 69.50
Stringer plate 0.1	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 16.68$
Wood Sheathing on exposed deck $2\frac{1}{2}$ "		Ship's Round of Beam EQUIV. = 16.16
$T \left(\frac{L-S}{L} \right) = \frac{252.2 \times 2.1}{465} = .11$		Difference 0.52
Depth for Freeboard (D) = 42.68	If restricted by superstructures	Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.52^2}{4} \times \left(1 - \frac{.6096}{.52} \right) = +.08$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	—	—	—	—	—
" overhang	—	—	—	—	—
R.Q.D. enclosed	—	—	—	—	—
" overhang	—	—	—	—	—
Bridge enclosed A.H. ...	64.00	64.00	9'-2"	—	64.00
" overhang aft	1.10	.8	8'-10"	—	.3
" overhang forward ...	6.40	3.20	9'-6"	—	3.20
Fore enclosed	114.00	114.00	7'-6" = 7.39	7.39	112.32
" overhang90	.45	9'-6"	—	.45
Trunk aft	—	—	—	—	—
" forward	—	—	—	—	—
Tonnage opening aft ...	—	—	—	—	—
" " forward	—	—	—	—	—
Total	186.40	182.48			180.80

Standard Height of Superstructure	7.50
" " R.Q.D.	—
Deduction for complete superstructure	42.00
Percentage covered $\frac{S}{L} =$	40.09
" " $\frac{S_1}{L} =$	39.24
" " $\frac{E}{L} =$	38.88
Percentage from Table, Line A.	22.54
(corrected for absence of forecastle (if required))	—
Percentage from Table, Line B.	26.54
(corrected for absence of forecastle (if required))	—
Interpolation for bridge less than .2L (if required)	—
Deduction = $42.00 \times .2254 = 9.47$	9.47

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	56.50	1	56.50	78.00	78.00	1	78.00
$\frac{1}{6}L$ from A.P.	25.14	4	100.56	33.00	33.00	4	132.00
$\frac{2}{6}L$ "	6.22	2	12.44	8.25	8.25	2	16.50
Amidships	0	4	0	0	0	4	0
$\frac{2}{6}L$ from F.P.	12.43	2	24.86	17.02	17.02	2	34.04
$\frac{1}{6}L$ "	50.28	4	201.12	67.37	67.37	4	269.48
F.P.	113.00	1	113.00	144.00	144.00	1	144.00
Total			508.48				674.02

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

} EXCESS.

Length of enclosed superstructure forward of amidships =
L

" " aft of " =

} NIL.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{165.54}{18} \left(.75 - \frac{2005}{2005} \right) = -5.05$

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

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **42.78**

Summer freeboard = **20.53**

Moulded draught (d) = **22.25**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{4}$ inches = **5.56**

Addition for Winter North Atlantic Freeboard (if required) =

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 = $\frac{\Delta}{40 T}$ inches $\frac{1}{4} = 5.56$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{68.169}{1.36} = 1.37$

Depth Correction **35.04**

Deduction for superstructures **9.47**

Sheer correction **0.03**

Round of Beam correction **1.18**

Correction for Thickness of Deck amidships **127.06**

Other corrections, scantlings, etc. **163.36**

163.36

91.75

92.42

24.354

153.84

Summer Freeboard = **246.31** = **625.4**

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

Tropical Fresh Water Line above Centre of Disc ... **14.1**

Fresh Water Line " " ... **14.1**

Tropical Line " " ... **NIL.**

Winter Line below " " ... **NIL.**

Winter North Atlantic Line " " ... **✓**

Tropical Fresh Water Freeboard **625.6**

Fresh Water " **611.5**

Tropical " **625.6**

Winter " **625.6**

Winter North Atlantic " **625.6**

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.

BRIDGE.

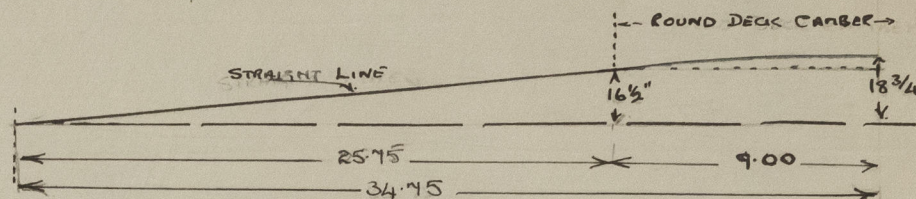
$$2L = 93.00.$$

$$\text{Effective Length} = 68.01.$$

$$\% \text{ between A \& B} = 22.54 + \left(4 \times \frac{68.01}{93.00} \right)$$

$$= 22.54 + 2.93$$

$$= 25.47 \text{ but we use } .2254 \text{ as bridge is well aft of amidships}$$



EQUIV. CAMBER.

$$\frac{1}{2} \text{ area under camber} = \frac{25.75 \times 16.5}{2 \times 12} + \frac{9.0 \times 16.5}{12} + \frac{9 \times 2.25 \times \frac{2}{3}}{12 \times 3}$$

$$= 17.40 + 12.38 + 1.13.$$

$$= 31.21 \text{ ft}^2.$$

EQUIV CAMBER

$$= \frac{31.21 \times 3}{34.75 \times 2}$$

$$= 1.347 \text{ FT}$$

$$= 16.16 \text{ inches.}$$

Trade of ship

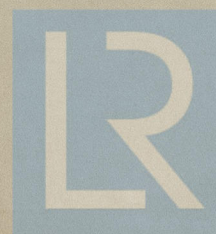
Names of sister ships

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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