

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD. 20 APR 1954

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

A50 m  
43/68

Ship's Name <b>Victoria Maru</b>	Official Number 71480	Nationality and Port of Registry Japan Tokyo	Gross Tonnage 7,620	Date of Build 11,1953	Port of Survey <u>Nagasaki</u>
Moulded Dimensions: Length <u>140,250m.m.</u> Breadth <u>19,000m.m.</u> Depth <u>10,500 m.m.</u>					Date of Survey <u>during construction</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>16,610</u> K. tons					Surveyor's Signature <u>R. Yamase</u>
Coefficient of fineness for use with Tables <u>0.682</u>					Particulars of Classification <u>100 AI</u>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <u>10.500</u>	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) <u>19,000</u>
Stringer plate ... .. <u>0.011</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 380$
Sheathing on exposed deck	If restricted by superstructures	Ship's Round of Beam = <u>380</u>
$T \left( \frac{L-S}{L} \right) =$		Difference
Depth for Freeboard (D) = <u>10.511</u>		Restricted to
		Correction = $\frac{\text{Diff}^r}{4} \times \left( 1 - \frac{S_1}{L} \right) =$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <u>7.320</u>	<u>7.120</u>	<u>7.120</u>	2.300		
„ overhang ... ..					
R.Q.D. enclosed <u>See over</u>					
„ overhang ... ..					
Bridge enclosed ... ..			2.450		
„ overhang aft ... ..					
„ overhang forward ... ..					
Fore enclosed ... ..			2.300		
„ overhang ... ..					
Trunk aft ... ..					
„ forward ... ..					
Tonnage opening aft ... ..					
„ „ forward ... ..					
Total ... ..					

Standard Height of Superstructure .....

„ „ R.Q.D. ....

Deduction for complete superstructure .....

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

„ „  $\frac{S_1}{L} =$

„ „  $\frac{E}{L} =$

Percentage from Table, Line A.  
(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 =

### SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P. ... ..		1		1.450		1	
$\frac{1}{8}L$ from A.P. ... ..		4		0.617		4	
$\frac{2}{8}L$ „ ... ..		2		0.141		2	
Amidships ... ..		4		0		4	
$\frac{3}{8}L$ from F.P. ... ..		2		0.311		2	
$\frac{4}{8}L$ „ ... ..		4		1.270		4	
F.P. ... ..		1		2.900		1	
Total ... ..							

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

„ „ aft of „ =

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

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

If limited on account of midship superstructure.

<p><b>Deduction for Tropical Freeboard.</b></p> <p><b>Addition for Winter and Winter North Atlantic Freeboard.</b></p> <p>Depth to Freeboard Deck = Ft. _____</p> <p>Summer freeboard = _____</p> <p>Moulded draught (d) = _____</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = <math>\frac{d}{4}</math> inches = _____</p> <p>Addition for Winter North Atlantic Freeboard (if required) = _____</p>	<p><b>Deduction for Fresh Water.</b></p> <p>Displacement in salt water at summer load water line <math>\Delta = 15.480</math> KT</p> <p>Tons per inch immersion at summer load water line <math>T = 55.88</math> KT</p> <p>Deduction = <math>\frac{\Delta}{40 T}</math> inches = _____</p>	<p><b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)</p> <p>Correction for coefficient</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">+</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Depth Correction</td> <td></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td></td> </tr> <tr> <td>Sheer correction</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td></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> </table> <p style="text-align: right;">Summer Freeboard = _____</p>		+	-	Depth Correction			Deduction for superstructures			Sheer correction			Round of Beam correction			Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.		
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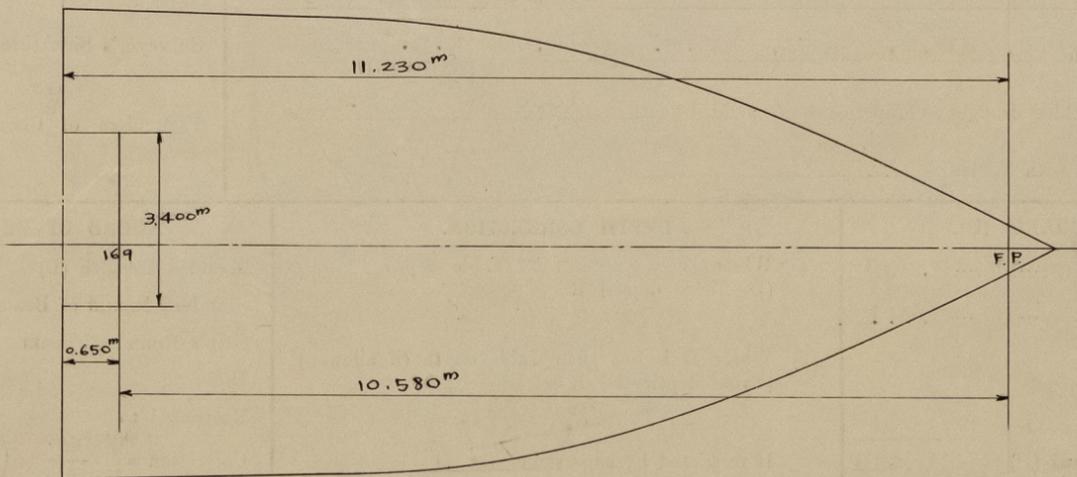
### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

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

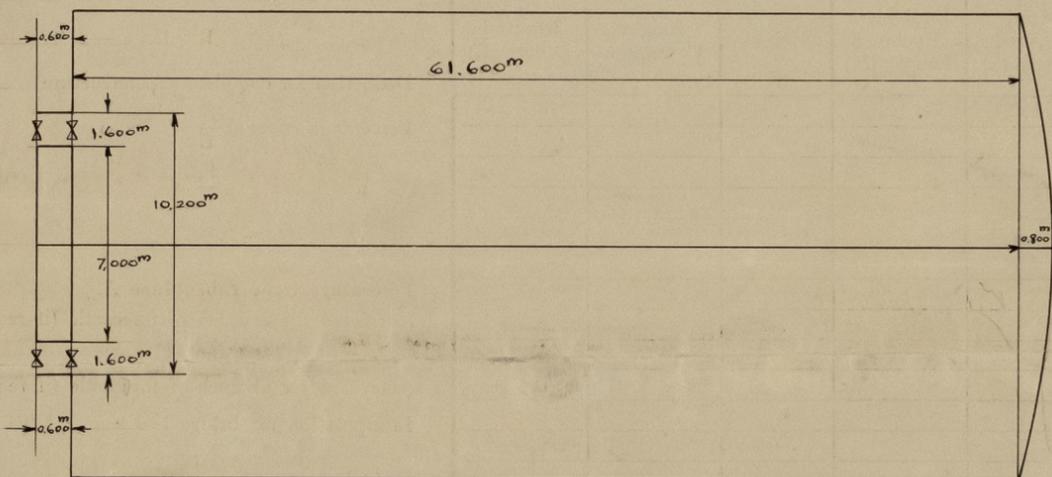


A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

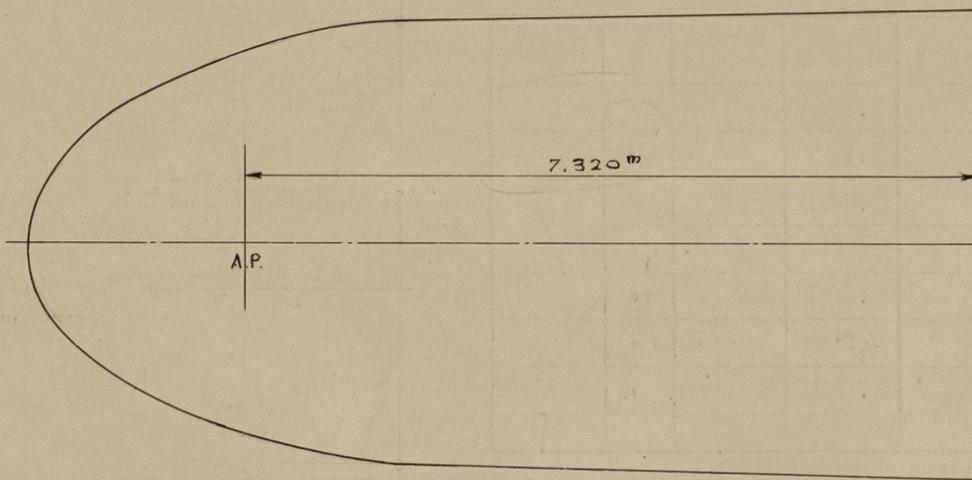
FCLE DECK



BRIDGE DECK



POOP DECK



43168

Trade of ship International

Names of sister ships Aso Maru, Arima Maru, Tomishima Maru, Awata Maru, Arita Maru.

Builder's name and yard number Nagasaki Zosen Sho, Mitsubishi Zosen K.K

Owners Mitsubishi Kaiun K.K. - No.1437

Fee £ .....



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