

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD. 20 APR 1954
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

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

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 10.500	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) 19,000
Stringer plate 0.011	(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 $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 380
Depth for Freeboard (D) = 10.511		Difference
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed 7.320	7.120	7.120	2.300		
„ overhang					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed			2.450		
„ overhang aft					
„ overhang forward					
F'cle 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 M	Product	Actual Ordinate	Effective Ordinate	S M	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 ...							

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

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

„ „ aft of „ =

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 = Ft.
Summer freeboard =
Moulded draught (d) =
Deduction for Tropical freeboard and addition for
Winter freeboard = $\frac{d}{4}$ inches =
Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 15.480$ KT
Tons per inch immersion at summer load water line
 $T = 55.88$ KT
Deduction = $\frac{\Delta}{40 T}$ inches =

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction
Deduction for superstructures
Sheer correction
Round of Beam correction
Correction for Thickness of Deck amidships
Other corrections, scantlings, etc.

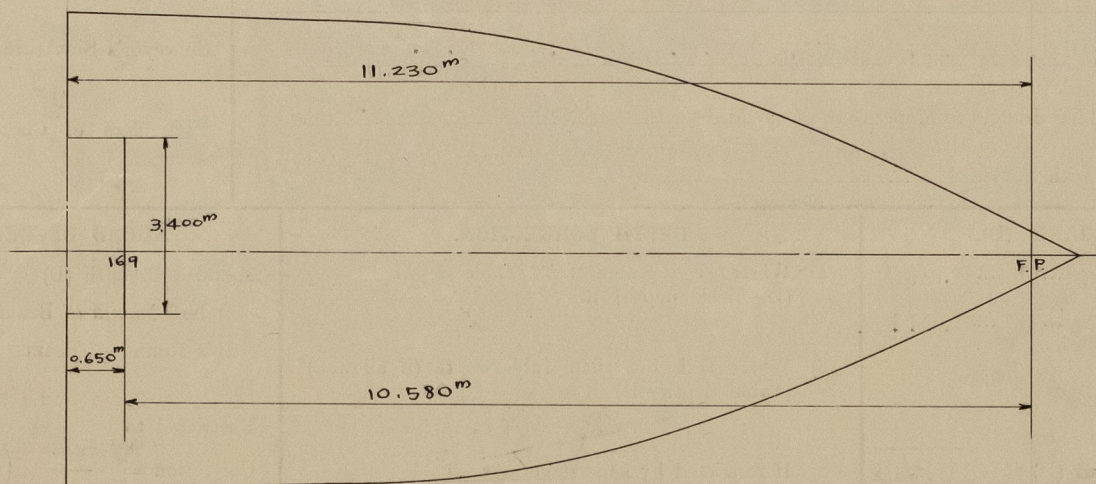
Summer Freeboard =

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

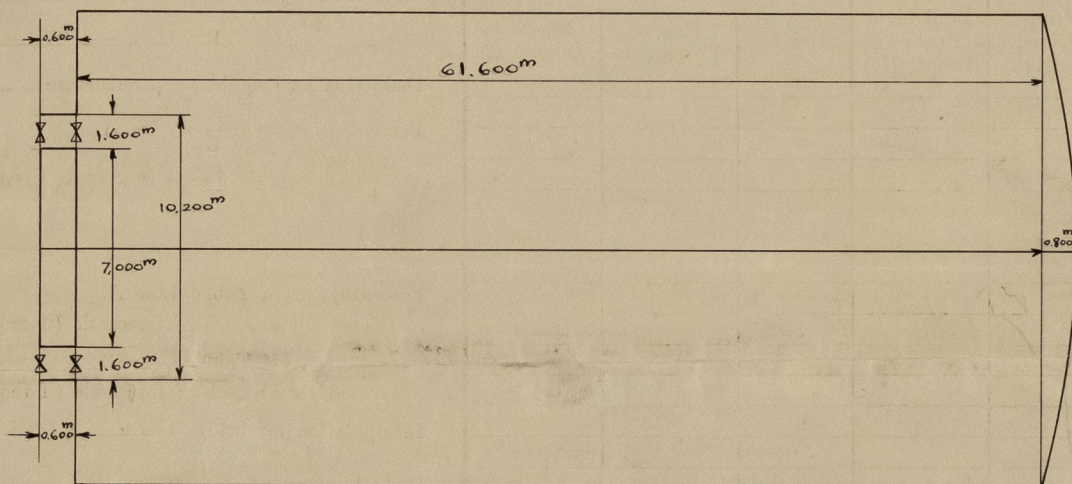
Tropical Fresh Water Line above Centre of Disc	Tropical Fresh Water Freeboard	...
Fresh Water Line	„	„	Fresh Water	„
Tropical Line	„	„	Tropical	„
Winter Line below	„	„	Winter	„
Winter North Atlantic Line	„	„	Winter North Atlantic	„

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.

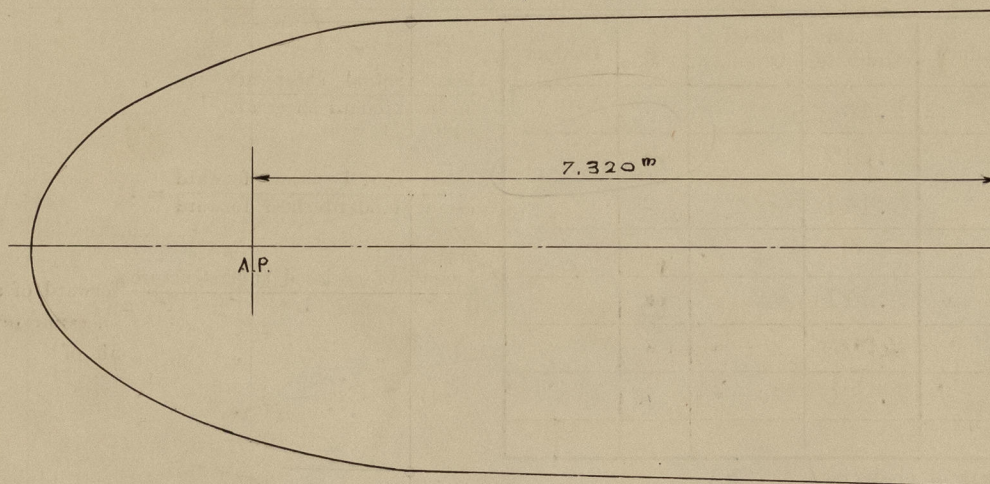
FORE DECK



BRIDGE DECK



POOP DECK



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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Foundation