

*To Cargo Ship Rules for Ship making
voyages on Lakes & Rivers. (Int-Tanker Rules)*

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

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Index No.

Govt. Copy

Owners C11

Ship's Name <i>Coastal Cliff</i>	Official Number <i>158658</i>	Nationality and Port of Registry <i>Canadian Montreal</i>	Gross Tonnage <i>1319</i>	Date of Build <i>6-1935 len 57</i>	Port of Survey <i>Montreal</i>
Moulded Dimensions: Length <i>251' 1/2"</i> Breadth <i>30' 0"</i> Depth <i>16' 25"</i>					Date of Survey <i>15/4/57</i>
Freeboard Length <i>251' 00"</i>					Surveyor's Signature <i>J. Taylor</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing)					Particulars of Classification <i>BS* Bulk Oil Carrier "For Lt. Lakes & River St. Lawrence Service"</i>
Coefficient of fineness for use with Tables <i>.876</i>					

DEPTH FOR FREEBOARD (D).

Moulded depth *16.25'*

Stringer plate *.03'*

Wood Sheathing on exposed deck

$T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = *16.28'*

DEPTH CORRECTION.

(a) Where D is greater than Table depth (D-Table depth) R =

(b) Where D is less than Table depth (if allowed) (Table/depth-D) R =

(16.73 - 16.28) 1.931 = -.87

If restricted by superstructures *.87 x 4/6.01 = .58*

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) *30' 00"*

Standard Round of Beam = $\frac{B \times 12}{50} =$ *7.20*

Ship's Round of Beam = *2.25*

Difference *4.95*

Restricted to *4.95 x 2405*

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ *+ .30*

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
<i>(No super)</i> Poop enclosed	<i>39.00</i>	<i>39.00</i>	<i>7.42</i>	—	<i>39.00</i>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
<i>(High all tables)</i> Fore enclosed	<i>25.33</i>	<i>25.33</i>	<i>9.62</i>	—	<i>25.33</i>
" overhang					
<i>186.67 x 20/30</i> Trunk aft		<i>126.31</i>	<i>4.0</i>	<i>4.0/6.01</i>	<i>84.07</i>
" forward					
Tonnage opening aft					
" forward					
Total	<i>64.33</i>	<i>190.64</i>			<i>148.40</i>

Standard Height of Superstructure *6.01*

" " R.Q.D. —

Deduction for complete superstructure *31.10*Percentage covered $\frac{S}{L} =$ *25.63*" " $\frac{S_1}{L} =$ *75.95*" " $\frac{E}{L} =$ *59.12*Percentage from Table, Line A. (corrected for absence of forecastle (if required)) *44.77*

Percentage from Table, Line B. (corrected for absence of forecastle (if required))

Interpolation for bridge less than .2L (if required)

Deduction = *31.10 x .4477 = 13.92*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<i>35.10</i>	1	<i>35.10</i>	<i>9.00</i>	<i>9.00</i>	1	<i>9.00</i>
$\frac{1}{4}$ L from A.P.	<i>15.62</i>	4	<i>62.48</i>	0	0	4	0
$\frac{2}{4}$ L "	<i>3.86</i>	2	<i>7.72</i>	0	0	2	0
Amidships	0	4	0	0	0	4	0
$\frac{3}{4}$ L from F.P.	<i>7.72</i>	2	<i>15.44</i>	0	0	2	0
$\frac{1}{4}$ L "	<i>31.24</i>	4	<i>124.96</i>	<i>.50</i>	<i>.50</i>	4	<i>2.00</i>
F.P.	<i>70.20</i>	1	<i>70.20</i>	<i>12.00</i>	<i>12.00</i>	1	<i>12.00</i>
Total			<i>315.90</i>				<i>23.00</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75-S}{.2L} \right) =$ *+10.12*

If limited on account of midship superstructure.

Mean actual sheer aft = *deficient*

Mean standard sheer aft =

Mean actual sheer forward = *deficient*

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *16.28'*

Summer freeboard = *2.52'*

Moulded draught (d) = *73.76'*

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for

Intermediate Winter freeboard = $\frac{d}{4}$ inches = *3.44*

Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{2} =$ *6.88 = 7"*

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

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction *.58*

Deduction for superstructures *13.92*

Sheer correction *10.12*

Round of Beam correction *.30*

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

Summer Freeboard = *30.35*

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, —

Line	Below	Freeboard
Tropical Fresh Water Line above Centre of Disc		
Fresh Water Line		
Tropical Line		
<i>Intermediate</i> Winter Line	below	<i>3 1/2"</i>
Winter North Atlantic Line		<i>7"</i>
Tropical Fresh Water Freeboard		
Fresh Water		
Tropical		
<i>Intermediate</i> Winter		<i>2' 9 3/4"</i>
Winter North Atlantic		<i>3' 1 1/4"</i>

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.

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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