

LLOYD'S REGISTER OF SHIPPING
UNITED WITH THE BRITISH CORPORATION REGISTER
SURVEYS FOR FREEBOARD
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
Index No.
Govt. Copy
Owners C11

Ship's Name "UNITED ONE"	Official Number	Nationality and Port of Registry PAKISTANI CHITTAGONG	Gross Tonnage	Date of Build	Port of Survey KARACHI
Moulded Dimensions: Length 104'-0" Breadth 24'-8" Depth 9'-0" Freeboard Length To CENTRE OF RUDDER STOCK					Date of Survey WHILST BUILDING
Moulded displacement at moulded draught = 85 per cent. of moulded depth 530 tons (excluding bossing)					Surveyor's Signature <i>MacLeod</i>
Coefficient of fineness for use with Tables .945 <i>Cup (deck level) = .911</i> <i>SEE REMARKS ON SK PLAN.</i>					Particulars of Classification +100A (FOR SERVICE AT CHITTAGONG) (CONTINGENT)

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 9'-0"	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B)
Stringer plate 03 ³ / ₈ "	(9-03-693) 0.800 = +1.68"	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{54}{50} = 5.92$
Wood Sheathing on exposed deck	—	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam = $\frac{3}{3} = 3.00$
T $\left(\frac{L-S}{L} \right) =$	9.03		Difference = 2.92"
Depth for Freeboard (D) =	9'-0 ³ / ₈ "	If restricted by superstructures	Restricted to
			Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{2.92}{4} \times 1 = .73$

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					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

Standard Height of Superstructure	_____	<i>N/L.</i>
" "	R.Q.D. _____	<i>N/L.</i>
Deduction for complete superstructure	_____	<i>N/L.</i>
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 $\cdot 2L$ (if required)		
Deduction =	<i>N/L.</i>	

SHEER CORRECTION.

Station	Standard Ordnate	S M	Product	Actual Ordnate	Effective Ordnate	S M	Product
A.P. ...	20.40	1	20.40	0.5'	6.0	1	6.0
$\frac{1}{8}$ L from A.P. ...	9.08	4	36.32	0	0	4	0
$\frac{2}{8}$ L " ...	2.24	2	4.48	0	0	2	0
Amidships ...	0	4	0	0	0	4	0
$\frac{2}{8}$ L from F.P. ...	4.49	2	8.98	0	0	2	0
$\frac{1}{8}$ L " ...	18.16	4	72.64	0	0	4	0
F.P. ...	40.80	1	40.80	0.5'	6.0	1	6.0
Total ...			183.62				12.00

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}}$$
$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} =$$
$$\frac{\text{Length of enclosed superstructure}}{L} \text{ forward of amidships} =$$

aft of

Correction = $\frac{\text{Difference between sums of products}}{18}$
 If limited on account of midship superstructure.

$$\left(.75 - \frac{S}{2L} \right) = \frac{171.62}{18} \times .75 = +7.14$$

If limited to max

If limited to maximum allowance of $1\frac{1}{8}$ ins. per 100ft.

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p>	<p>Deduction for Fresh Water.</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p>																								
<p>Depth to Freeboard Deck = <u>9.03</u> Ft. ✓</p> <p>Summer freeboard = <u>1.98</u> ✓</p> <p>Moulded draught (d) = <u>7.05</u> ✓</p> <p>Keel allowance = _____</p> <p>Extreme draught = _____</p> <p>Deduction for Tropical freeboard and addition for _____</p> <p><i>TROPICAL</i> Winter freeboard = $\frac{d}{4}$ inches = <u>1.76 = 1 3/4</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u>NOT REQUIRED.</u></p>	<p>Displacement in salt water at summer load water line</p> <p>$\Delta = 6'11\frac{1}{2}" - 480 \text{ tons}$</p> <p>Tons per inch immersion at summer load water line</p> <p>T = <u>5.75</u></p> <p>Deduction = $\frac{\Delta}{40 \text{ T}}$ inches</p> <p>= $\frac{480}{40 \times 5.75}$</p> <p>= <u>2.08 = 2"</u></p>	<p>Correction for coefficient</p> <p>$\frac{945 + .680}{1.36}$ $\frac{1.625}{1.36} \times$</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <tr> <td style="width: 50%;"></td> <td style="width: 25%;">+</td> <td style="width: 25%;">-</td> </tr> <tr> <td>Depth Correction</td> <td>1.68 ✓</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>-</td> </tr> <tr> <td>Sheer correction</td> <td>7.14 ✓</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>0.73</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> <tr> <td></td> <td><u>9.55</u></td> <td>-</td> </tr> </table> <p>Summer Freeboard = <u>23.94"</u></p>		+	-	Depth Correction	1.68 ✓	-	Deduction for superstructures	-	-	Sheer correction	7.14 ✓	-	Round of Beam correction	0.73	-	Correction for Thickness of Deck amidships ...	-	-	Other corrections, scantlings, etc.	-	-		<u>9.55</u>	-
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Water~~ Steel, Deck :—

Tropical Fresh Water Line above Centre of Disc	...	3 1/4"	Tropical Fresh Water Freeboard	...
Fresh Water Line	" "	2"	Fresh Water	" "
Tropical Line	" "	1 3/4"	Tropical	" "
Winter Line	below	NOT ASSIGNED	Winter	" "
Winter North Atlantic Line	" "	NOT ASSIGNED	Winter North Atlantic	" "

1-11 $\frac{3}{4}$ " FOR SERVICE"
1-2"
1-9 $\frac{3}{4}$ "
1-10"
NOT ASSIGNED.
NOT ASSIGNED.

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 FOR SERVICE AT CHITTAGONG

Names of sister ships NONE

Builder's name and yard number CARSTAIRS & CUMMINGS ~ YARD N° 1

Owners UNITED ORIENTAL STEAMSHIP CO LTD

Fee £ : :

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)

Approved: Midship Section ✓
Deck Plan, Hatch Coamings & Girders ✓



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Foundation