

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
<sup>u</sup> <u>ZAGORA</u> <sup>u</sup>		Moroccan Casablanca		
Moulded Dimensions: Length <u>75.00</u> <sup>X</sup> Breadth <u>12.80</u> <sup>X</sup> Depth <u>5.55</u> <sup>X</sup> M Main Deck (MD) : 5.55 M Superstructure Deck (SD) : <del>8.25</del> M Moulded displacement at moulded draught = 85 per cent. of moulded depth MD : 2986 (tons) SD : <del>6.578</del> (metric) Coefficient of fineness for use with Tables <u>.643</u> <sup>X</sup> ACTUAL USE <u>.68</u> <sup>✓</sup>				
Port of Survey <u>La Seyne sur Mer</u> Date of Survey <u> whilst building</u> Surveyor's Signature <u> [Signature] </u> Particulars of Classification <u> 100 A1 </u> <u> "Strengthed for navigation in ice" </u>				

Depth for Freeboard (D).		Depth correction.	Round of Beam correction.
Moulded depth	MD: 5.550 <del>SD: 8.250</del>	(a) Where D is greater than Table depth (D-Table depth) R = 8.33 (5.559 - 5.000) 18.439 = 88.1	Moulded Breadth (B) 12.80 M Standard Round of Beam = $\frac{B \times \pi}{50}$ = 0.256 M
Stringer plate	MD: 8.5 <del>SD: 9.5</del>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 5.559	Ship's Round of Beam = MD = 0 <del>SD = 0.260 M</del>
Sheathing on exposed deck	T $\left(\frac{L-S}{L}\right)$ = None ✓		Difference 257
Depth for Freeboard (D)	MD: 5.558.5 <del>SD: 8.254.5</del>	If restricted by superstructures	Restricted to Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_1}{L}\right)$ = $\frac{256}{4} \times 0.088 = 4.1$

	Mètres Mean Covered Length (S)		Equivalent Enclosed Length (S <sub>1</sub> )	Mètres Height		Height Correction	Effective Length (E)
	MD	SD		MD	SD		
Poep enclosed ...	7.740	✓	7.749	3.400	✓	✓	7740
„ overhang ...	✓	✓		✓	✓		
R.Q.D. enclosed ...	✓	7.740		✓	2.600		
„ overhang ...	✓	✓		✓	✓		
Bridge enclosed ...	✓	✓		2.200	✓		
„ overhang aft ...	✓	✓		✓	✓		
„ overhang forward ...	✓	✓		✓	✓		
F'cle enclosed ...	65.940	7.150	65.940	2.700	2.150		65.949
„ overhang ...	✓	✓		✓	✓		
Trunk aft ...	✓	✓		✓	✓		
„ forward ...	✓	✓	2.010	✓	✓		
Tonnage opening aft ...	1.320	✓	660	5.400	✓		660
„ „ forward ...	✓	✓		✓	✓		
Total ...	75.00	74.840	74.340				74.340

Standard Height of Superstructure 1.830 m

" " R.Q.D. ✓

Deduction for complete superstructure 778.

Percentage covered  $\frac{S}{L} = 100$

" "  $\frac{S_1}{L} = \left. \begin{array}{l} \\ \end{array} \right\} 99.12$

" "  $\frac{E}{L} = \left. \begin{array}{l} \\ \end{array} \right\}$

Percentage from Table, Line A. 98.91

(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 = 778 × .9891 = 770 m.

Actual Tween Deck Height. = 2.400  
Standard Tween " " = 1.830

Station	Standard Ordnate	S M	Product	Actual Ordnate	Effective Ordnate	S M	Product
A.P. ...	879	1	879	0 0.871	1741	1	1741
$\frac{1}{2}$ L from A.P. ...	390	4	1560	0 0.405	775	4	3100
$\frac{2}{8}$ L ...	98	2	196	0 0.085	192	2	384
Amidships	---	4	---	0.011	---	4	---
$\frac{2}{8}$ L from F.P. ...	195	2	390	0.050 0.205	328	2	656
$\frac{1}{8}$ L ...	781	4	3124	0.650 0.836	1328	4	5312
F.P. ...	1758	1	1758	1.500 2.115	2.985	1	2985
Total ...			7904	+870			14178

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} = \text{Excess}$$

$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = \text{Excess}$$

Length of enclosed superstructure  
L

forward of amidships = } C.S.S./T.O.  
aft of " = }

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{8}{2L} \right) = \frac{6271}{18} \cdot .25 = -87 \frac{1}{2}$  If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

If limited on account of midship superstructure.

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = (MD) 3581.22 \text{ metric tons}$

3630

Tons per inch immersion at summer load water line

$T = (MD) 14.814$

784

TABULAR FREEBOARD corrected for Flush Deck (if required)  
Correction for coefficient *NIL.*

	+	-
Depth Correction ... ..	88	✓
Deduction for superstructures ... ..	✓	770
Sheer correction ... ..	✓	87
Round of Beam correction... ..	1	✓
Correction for Thickness of Deck amidships ... ..	-	-
Other corrections, scantlings, etc. ... ..	-	-
	89	857 - 768

Summer Freeboard = 32 m

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

TROPICAL FRESH WATER		WINTER		WINTER NORTH ATLANTIC	
Line	Depth	Line	Depth	Line	Depth
Tropical Fresh Water Line above Centre of Disc	11.6 m	Tropical Fresh Water	65 m	Winter	166 m
Fresh Water Line	11.6 m	Fresh Water	51 m	Winter North Atlantic	217 m
Tropical Line	11.6 m	Tropical	166 m		
Winter Line below	11.5 m	Winter	217 m		
Winter North Atlantic Line	166 m	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.

Trade of ship

Names of sister ships

Builder's name and yard number

Forges et Chantiers de la Méditerranée, La Seyne sur mer, Yard n° 1310.  
Compagnie Havas-Chauffeurs de Navigation.

Owners

Fee £



© 2021

Lloyd's Register  
Foundation