

AMENDED

Rpt. C.11 (Comp.).

Index No. 22696  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>CLAIRE T</b>	Official Number <b>133617</b>	Nationality and Port of Registry <b>BRITISH LONDON</b>	Gross Tonnage <b>439</b>	Date of Build <b>1912-12</b>	Port of Survey <b>6-2-50</b>
Moulded Dimensions: Length <b>155.00</b> Breadth <b>25.00</b> Depth <b>11.67</b>					Surveyor's Signature <b>E.T.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>801</b> tons					Particulars of Classification <b>* 100 A1</b>
Coefficient of fineness for use with Tables <b>729</b>					

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... <b>11.67</b> Stringer plate ... <b>36"</b> ... <b>.03</b> Sheathing on exposed deck <b>✓</b> $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>11.70</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = <b>(11.70-10.33) 1.192 = + 1.63"</b> (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>1.37</b> If restricted by superstructures <b>✓</b>	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>25.00'</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>6.00"</b> Ship's Round of Beam = <b>6.25"</b> Difference <b>+ .25</b> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.25}{4} \times .2554 = -.01"$
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DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...	<b>91.00</b>	<b>91.00</b>	<b>3.50</b>	<b>✓</b>	<b>91.00</b>
" overhang ...					
Bridge enclosed ...	<b>8.75</b>	<b>8.75</b>	<b>7.21</b>	<b>✓</b>	<b>8.75</b>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<b>22.00</b>	<b>18.75</b>	<b>6.46</b>	<b>✓</b>	<b>18.75</b>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<b>121.75</b>	<b>118.50</b>			<b>118.50</b>

Standard Height of Superstructure	<b>6.00'</b>
" " R.Q.D.	<b>3.37'</b>
Deduction for complete superstructure	<b>21.50"</b>
Percentage covered $\frac{S}{L} =$	<b>78.55</b>
" " $\frac{S_1}{L} =$	<b>76.46</b>
" " $\frac{E}{L} =$	<b>70.94</b>
Percentage from Table, Line A & B	<b>70.94</b>
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B.	<b>✓</b>
(corrected for absence of forecastle (if required))	<b>✓</b>
Interpolation for bridge less than .2L (if required)	<b>✓</b>
Deduction = <b>21.50 x .7094 = - 15.25"</b>	

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<b>25.50</b>	1	<b>25.50</b>	<b>45.00</b>	<b>46.56</b>	1	<b>46.56</b>
$\frac{1}{2}L$ from A.P. ...	<b>11.35</b>	4	<b>45.40</b>	<b>20.29</b>	<b>20.72</b>	4	<b>82.88</b>
$\frac{3}{4}L$ " ...	<b>2.80</b>	2	<b>5.60</b>	<b>5.07</b>	<b>5.12</b>	2	<b>10.24</b>
Amidships ...		4				4	
$\frac{3}{4}L$ from F.P. ...	<b>5.60</b>	2	<b>11.20</b>	<b>6.70</b>	<b>6.70</b>	2	<b>13.40</b>
$\frac{1}{2}L$ " ...	<b>22.70</b>	4	<b>90.80</b>	<b>26.81</b>	<b>26.81</b>	4	<b>107.24</b>
F.P. ...	<b>51.00</b>	1	<b>51.00</b>	<b>61.00</b>	<b>61.00</b>	1	<b>61.00</b>
Total ...			<b>229.50</b>				<b>321.32</b>

Mean actual sheer aft = **46.56**  
 Mean standard sheer aft = **46.56**  
 Mean actual sheer forward = **10.24**  
 Mean standard sheer forward = **10.24**

Length of enclosed superstructure forward of amidships = **.144**  
 " " aft of " = **.50**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{91.82(-.75 - .3927)}{18} = -1.82"$   
 If limited on account of midship superstructure. **✓**

Actual height of R.Q. Deck = **3.50'**  
 Std " " " = **3.37'**  
 Excess = **.13'**  
 Excess = **1.56"**

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>15.20</b> Summer freeboard = <b>3.67</b> Moulded draught (d) = <b>11.53</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>2.88 3"</b> Addition for Winter North Atlantic Freeboard (if required) = <b>5"</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ <b>948</b> Tons per inch immersion at summer load water line $T =$ <b>8.07</b> Deduction = $\frac{\Delta}{40 T}$ inches = <b>2.94</b> <b>= 3"</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) $\frac{729 + 68}{1.36} = 1409$ Correction for coefficient <b>1.36</b> Depth Correction ... <b>1.63</b> Deduction for superstructures ... <b>15.25</b> Sheer correction ... <b>1.82</b> Round of Beam correction ... <b>.01</b> Correction for Thickness of Deck amidships ... <b>42.00</b> Other corrections, scantlings, etc. ... <b>43.63</b> Summer Freeboard = <b>43.33</b>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <b>RAISED QUARTER</b> Wood, Steel Deck :-			
Tropical Fresh Water Line above Centre of Disc	<b>3"</b>	Tropical Fresh Water Freeboard	<b>3' 8" (LIMITED)</b>
Fresh Water Line " "	<b>3"</b>	Fresh Water " "	<b>3' 5" (LIMITED)</b>
Tropical Line " "	<b>3"</b>	Tropical " "	<b>3' 8" (LIMITED)</b>
Winter Line below " "	<b>3"</b>	Winter " "	<b>3' 11"</b>
Winter North Atlantic Line " "	<b>5"</b>	Winter North Atlantic " "	<b>4' 1"</b>



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.

T.P.I. @ 11.66' moulded draught = 8.07 tons

Assume T.P.I. @ 9.92' " " = 7.50 tons /

Increase in  $\Delta$  due to 5' hog =  $\frac{2}{3} \times 5 \times 7.5 = 25$  tons

Existing  $\Delta$  @ 9.92' = 776 "

New  $\Delta$  @ 9.92 = 801 tons /

Actual Ord	Hog	Corrected Ord
50.00	5.00 /	45.00
22.51	2.22	20.29
5.63	.56	5.07
-		
7.26	.56	6.70
29.03	2.22	26.81
66.00	5.00	61.00

$\frac{5}{4}$  125 - 25 = 4 125 ft x inch  
 0 1 0

277.5  
 38.75

$\frac{125}{12} \times \frac{38.75}{3} \times \frac{1}{35} = 4 \times 2 = 8$

Trade of ship \_\_\_\_\_

Names of sister ships \_\_\_\_\_

Builder's name and yard number \_\_\_\_\_

Owners \_\_\_\_\_

Fee £ \_\_\_\_\_



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