

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name DORSET	Official Number 163539	Nationality and Port of Registry British, London	Gross Tonnage	Date of Build 1934	Port of Survey
Moulded Dimensions: Length 490' Breadth 68.33 Depth 47'-2"					Date of Survey 27.5.41
Moulded displacement at moulded draught = 85 per cent. of moulded depth tons					Surveyor's Signature
Coefficient of fineness for use with Tables 755 (estimated)					Particulars of Classification +100 A1 with freeboard

Depth for Freeboard (D). Moulded depth ... 47.17 Stringer plate ... 7.7 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = \frac{2.5}{12} \times \frac{287}{490} = .12$ Depth for Freeboard (D) = 47.35	Depth correction. (a) Where D is greater than Table depth $(D - \text{Table depth}) R = (47.35 - 47.17) \times 3.00 = +.54$ 14.68 (b) Where D is less than Table depth (if allowed) ✓ (Table depth - D) R = If restricted by superstructures ✓	Round of Beam correction. Moulded Breadth (B) 68.33 Standard Round of Beam = $\frac{B \times 12}{50} = 16.40$ Ship's Round of Beam = 16.00 Difference .40 Restricted to ✓ Correction = $\frac{\text{Diff}^0}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.40}{4} = .10$
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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 ...					

Flush Deck

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 = *Nil*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	59.00	1		59.00	66.00	66.00	1		66.00
$\frac{1}{4}$ L from A.P. ...	26.25	4		105.00	29.25	29.25	4		117.00
$\frac{2}{4}$ L " ...	6.49	2		12.98	7.25	7.25	2		14.50
Amidships ...	-	4		-	-	-	4		-
$\frac{3}{4}$ L from F.P. ...	12.98	2		25.96	16.50	16.50	2		33.00
$\frac{1}{4}$ L " ...	52.51	4		210.04	66.50	66.50	4		266.00
F.P. ...	118.00	1		118.00	150.00	150.00	1		150.00
Total ...				530.98					646.50

Mean actual sheer aft = *Excess*
 Mean standard sheer aft
 Mean actual sheer forward = *Excess*
 Mean standard sheer forward
 Length of enclosed superstructure forward of amidships =
 " " aft of " = *Flush deck*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{115.52}{18} \times .75 = -4.81"$
 If limited on account of midship superstructure. *No, flush deck*
 If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. ✓

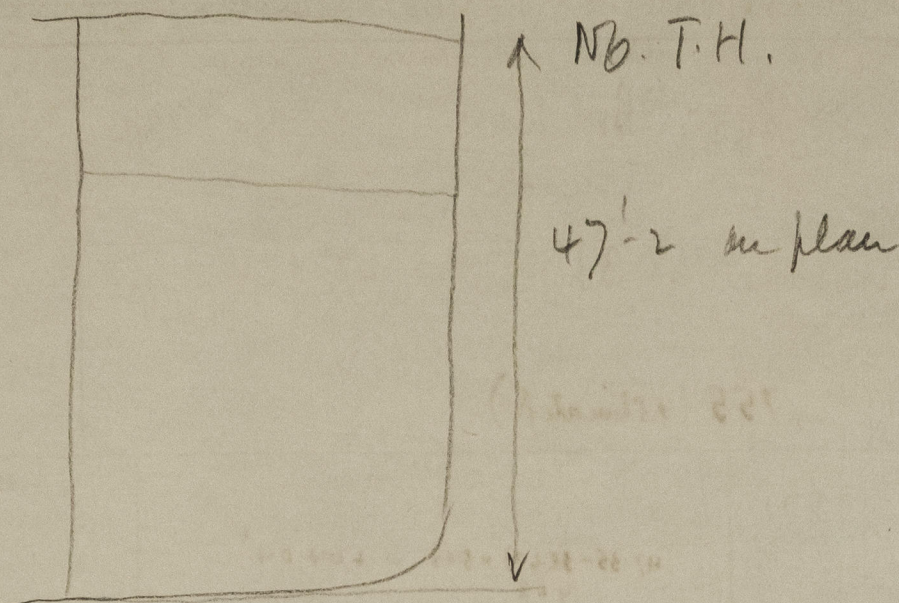
Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 47.44 Summer freeboard = 14.15 Moulded draught (d) = 33.29 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 8.32 = 8 1/4" Addition for Winter North Atlantic Freeboard (if required) = ✓	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 23930 Tons per inch immersion at summer load water line $T =$ 70 Deduction = $\frac{\Delta}{40}$ inches = 8.54 = 8 1/2"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.755 + .68}{1.36} = 1.435 / 1.36$ <table border="1"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr><td>Depth Correction ...</td><td>44.04</td><td>-</td></tr> <tr><td>Deduction for superstructures ...</td><td>-</td><td>4.81</td></tr> <tr><td>Sheer correction ...</td><td>-</td><td>.10</td></tr> <tr><td>Round of Beam correction ...</td><td>1.08</td><td>-</td></tr> <tr><td>Correction for Thickness of Deck amidships ...</td><td>17.00</td><td>-</td></tr> <tr><td>Other corrections, scantlings, etc. to correctors with a summer moulded draught of 33'-3 1/2"</td><td>62.12</td><td>4.91</td></tr> <tr><td>Summer Freeboard =</td><td>169.75</td><td></td></tr> </tbody> </table>		+	-	Depth Correction ...	44.04	-	Deduction for superstructures ...	-	4.81	Sheer correction ...	-	.10	Round of Beam correction ...	1.08	-	Correction for Thickness of Deck amidships ...	17.00	-	Other corrections, scantlings, etc. to correctors with a summer moulded draught of 33'-3 1/2"	62.12	4.91	Summer Freeboard =	169.75	
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc	...	16 3/4"
Fresh Water Line	"	8 1/2"
Tropical Line	"	8 1/4"
Winter Line	below	8 1/4"
Winter North Atlantic Line	"	✓

Tropical Fresh Water Freeboard	...	14' - 1 3/4"
Fresh Water	"	12' - 2 1/4"
Tropical	"	13' - 5 1/4"
Winter	"	13' - 5 1/2"
Winter North Atlantic	"	14' - 10"

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 £



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Foundation