

As a full scantling vessel

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. \_\_\_\_\_  
(For London Office only).

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Dimensions: Length 388.14 Breadth 53.83 Depth 36.54					Date of Survey 12.8.37
displacement at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature
ent of fineness for use with Tables 795.786					Particulars of Classification 10/11 Shelton & Co. Ltd. Ltd.

<b>Depth for Freeboard (D).</b> depth ... 36.54 plate ... 04 on exposed deck $\frac{L-S}{L} =$ Depth for Freeboard (D) = 36.58	<b>Depth correction.</b> (a) Where D is greater than Table depth (D-Table depth) R = $(36.58 - 25.88) \times 2.986 = 31.95$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	<b>Round of Beam correction.</b> Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} = 12.92$ Ship's Round of Beam = 13.00 Difference = 08 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{08}{4} = -02$
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### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
enclosed ...					
overhang ...					
enclosed ...					
overhang ...					
enclosed ...					
overhang aft ...					
overhang forward ...					
enclosed ...					
overhang ...					
aft ...					
forward ...					
age opening aft ...					
forward ...					
Total ...					

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 forecable (if required))  
Percentage from Table, Line B.  
(corrected for absence of forecable (if required))  
Interpolation for bridge less than 2L (if required)  
Deduction = \_\_\_\_\_

### SHEER CORRECTION.

ation	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
...	48.81	1		58.97		1	58.97
m A.P. ...		4		23.90		4	95.60
" ...		2		5.98		2	11.96
hips ...		4		-		4	
m F.P. ...		2		13.50		2	27.00
" ...		4		54.01		4	216.04
...		1		125.98		1	125.98
Total ...			439.29				535.55

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 " =

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{96.26}{18} \times \frac{1}{95} = -4.01$   
If limited to maximum allowance of 1 1/2 ins. per 100 ft.  
limited on account of midship superstructure.

Correction for Tropical Freeboard.  
Correction for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 36.58  
Summer freeboard = 8.94  
Moulded draught (d) = 27.64

Correction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches =  
Correction for Winter North Atlantic Freeboard (if required) =

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 =  $\frac{\Delta}{40T}$  inches =

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	31.95	
Deduction for superstructures		4.01
Sheer correction		02
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
Summer Freeboard	31.95	4.03

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

Tropical Fresh Water Line above Centre of Disc	...
Fresh Water Line	"
Tropical Line	"
Winter Line	below
Winter North Atlantic Line	"

Tropical Fresh Water Freeboard	...
Fresh Water	"
Tropical	"
Winter	"
Winter North Atlantic	"

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