Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Index. No. 34504
(For London Office only.)

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having **C. S. S.**

Port of Survey ....

(Type of Superstructures.)

Date of Survey 8 / 11 / 35.

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
NORA MAERSK.				

Name of Surveyor ....

Moulded Dimensions : Length **450** Breadth **58.00** Depth **29.92.**

Particulars of Classification **+ 100 A1**
With freebass.

Moulded displacement at moulded draught = 85 per cent. of moulded depth .... tons

Coefficient of fineness for use with Tables **.697.**

Depth for Freeboard (D)

Moulded depth ... ...

... plate ... ...

... on exposed deck

$\left(-\frac{S}{L}\right)$ =

Depth for Freeboard (D) = **29.96**

Depth correction

(a) Where D is greater than Table depth
(D — Table depth) R =

(b) Where D is less than Table depth (if allowed)
(Table depth — D) R = **− .12″**

If restricted by superstructures ✓

Round of Beam correction

Moulded Breadth (B)

Standard Round of Beam = $\frac{B \times 12}{50}$ =

Ship's Round of Beam =

Difference

Restricted to

Correction = $\frac{\text{Diff}°}{4} \times \left(1 - \frac{S_1}{L}\right)$ = Nil.

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S₁)	Height	Height Correction	Effective Length (E)
... enclosed					
... overhang... ...					
...D. enclosed ...					
... overhang					
...ge enclosed... ...					
... overhang aft					
... overhang forward					
... enclosed					
... overhang					
...k aft					
... forward					
...ge opening aft ...					
" forward					
Total					

Standard Height of Superstructure **7′−6″**

" " R.Q.D. **✓**

Deduction for complete superstructure **42.00″**

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

" " $\frac{S_1}{L}$ = **100%**

" " $\frac{E}{L}$ = **100%**

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 = **− 42.0″**

SHEER CORRECTION.

...ion	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
...		1		+6″		1	
...A.P. ...		4				4	
...		2				2	
...		4				4	
...F.P. ...		2				2	
...		4				4	
...		1		+6′		1	
...al ...							

Actual T.D = 8.00
Standard = 7.50

Mean actual sheer aft / Mean standard sheer aft = Excess

Mean actual sheer forward / Mean standard sheer forward = Excess

$\frac{\text{Length of enclosed superstructure}}{L}$ forward of amidships = } C.S.S

" " aft of " = } C.S.S

...ection = $\frac{\text{Difference between sums of products}}{18} \left(·75 - \frac{S}{2L}\right)$ = **− ·50″**

(allow − 1.99 as before)

...mited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard.
...on for Winter and Winter North ...tic Freeboard.

	Ft.
...Depth to Freeboard Deck =	29.96
...Summer freeboard =	3.67
Moulded draught (d) =	26.29

...ion for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches =

Addition for Winter North Atlantic Freeboard (if required)=

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\triangle$ =

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\triangle}{40\,T}$ inches
=

TABULAR FREEBOARD corrected for Flush Deck (if required)

			87.10
Correction for coefficient		$\frac{1377}{1360}$	88.20

	+	−
Depth Correction	−	.12
Deduction for superstructures	−	42.0
Sheer correction	−	1.99
Round of Beam correction... ...		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc. ...	−	
	−	44.11 − 44.11

Summer Freeboard = **44.09**

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

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

5m,3,32.

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