

Floyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Med. No 75-19

| | | | | |
|--|---|-----------------|---------------|---------------|
| Computation of Freeboard for Steamer, Sailing Ship, Tanker | | | | |
| having | <i>Shelter Deck with Yonnage opening aft.</i> | | | |
| (Type of Superstructures.) | | | | |
| Ship's Name | Nationality and Port of Registry | Official Number | Gross Tonnage | Date of Build |
| <i>"ITALIAN PRINCE"</i> | <i>BRITISH LONDON</i> | <i>146637</i> | <i>3478</i> | <i>5. 51</i> |
| Moulded Dimensions: Length <i>363.0'</i> Breadth <i>53.0'</i> Depth <i>54.75 to Upper Deck Shelter Deck</i> Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>8334.</i> tons Coefficient of fineness for use with Tables <i>.436.</i> | | | | |

| Depth for Freeboard (D) | | Depth correction | Round of Beam correction |
|------------------------------------|-------|--|---|
| Moulded depth | 24.45 | (a) Where D is greater than Table depth (D - Table depth) R = $(24.49 - 24.20) \times 2.492 = +1.65$ | Moulded Breadth (B) 52.00 |
| Stringer plate | 0.04 | (b) Where D is less than Table depth (if allowed) (Table depth - D) R = | Standard Round of Beam = $\frac{B \times 12}{50} = 12.48$ |
| Sheathing on exposed deck | | | Ship's Round of Beam = 13 |
| T $\left(\frac{L-S}{L} \right) =$ | ✓ | | Difference 52 |
| Depth for Freeboard (D) = | 24.49 | If restricted by superstructures | Restricted to |
| | | | Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{52}{4} \times .0058 = Nil.$ |

DEDUCTION FOR SUPERSTRUCTURES

| | Mean Covered Length (S) | Equivalent Enclosed Length (S _e) | Height | Height Correction | Effective Length (E) |
|-------------------------|-------------------------------|--|-----------------|----------------------|-------------------------|
| Poop enclosed ... | 31.25 | 31.25 | 8.45 | ✓ | 31.25 |
| " overhang ... | | | | | |
| R.Q.D. enclosed ... | | | | | |
| " overhang ... | | | | | |
| Bridge enclosed... | | | | | |
| " overhang aft ... | 324.45 | 324.45 | | | 324.45 |
| " overhang forward | | | | | |
| F'cle enclosed ... | 60.00 | | 8.25 | | |
| " overhang ... | | | | | |
| Trunk aft ... | | | | | |
| " forward ... | | 1/2 diff. | | | |
| Tonnage opening aft ... | 4.00 | 2.00 | | | 2.00 |
| " forward | | | | | |
| Total | 363.00 | 361.00 | | | 361.00 |

Standard Height of Superstructure 7.13
 " " R.Q.D. ✓
 Deduction for complete superstructure 39.53
 Percentage covered $\frac{S}{L} = 100.00$
 " " $\frac{S_1}{L} = 99.45$
 " " $\frac{E}{L} = 99.45$
 Percentage from Table, Line A. 99.52
 (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 = 39.53 \times 99.52 = 39.36

SHEER CORRECTION.

| Station | Standard Ordinate | S M | Product | Actual Ordinate | Effective Ordinate | S M | Product |
|--------------------------------|----------------------|--------|---------|--------------------|-----------------------|--------|--------------|
| A.P. ... | 46.30 | 1 | 46.30 | 59.44 | 24.94 | 1 | 24.94 |
| $\frac{1}{2}$ L. from A.P. ... | 20.60 | 4 | 82.40 | 1.24 | 12.43 | 4 | 49. 94.43 |
| $\frac{3}{8}$ L. " ... | 5.09 | 2 | 10.18 | 0.00 | 3.04 | 2 | 6.14 |
| Amidships ... | ✓ | 4 | ✓ | 0 | ✓ | 4 | ✓ |
| $\frac{1}{2}$ L. from F.P. ... | 10.18 | 2 | 20.36 | 0 | 3.54 | 2 | 4.14 |
| $\frac{1}{8}$ L. " ... | 41.21 | 4 | 164.84 | 2.47 | 14.44 | 4 | 54.46 |
| F.P. ... | 92.60 | 1 | 92.60 | 13.00 | 32.44 | 1 | 32.44 |
| Total ... | | | 416.68 | + 19.44 | | | 181.14 |

$$\frac{\text{Mean actual shear aft}}{\text{Mean standard shear aft}} = \text{Deficient}$$
$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = \text{Deficient.}$$

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

Actual Green Sh. Height = 8.43
Standard " " " = 4.13

$$\begin{array}{r} 1.62 \\ 12 \\ \hline 19.44 \end{array}$$
$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(75 - \frac{8}{2L} \right) = \frac{235.54 \times (45 - 50)}{18} = 3.24$$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

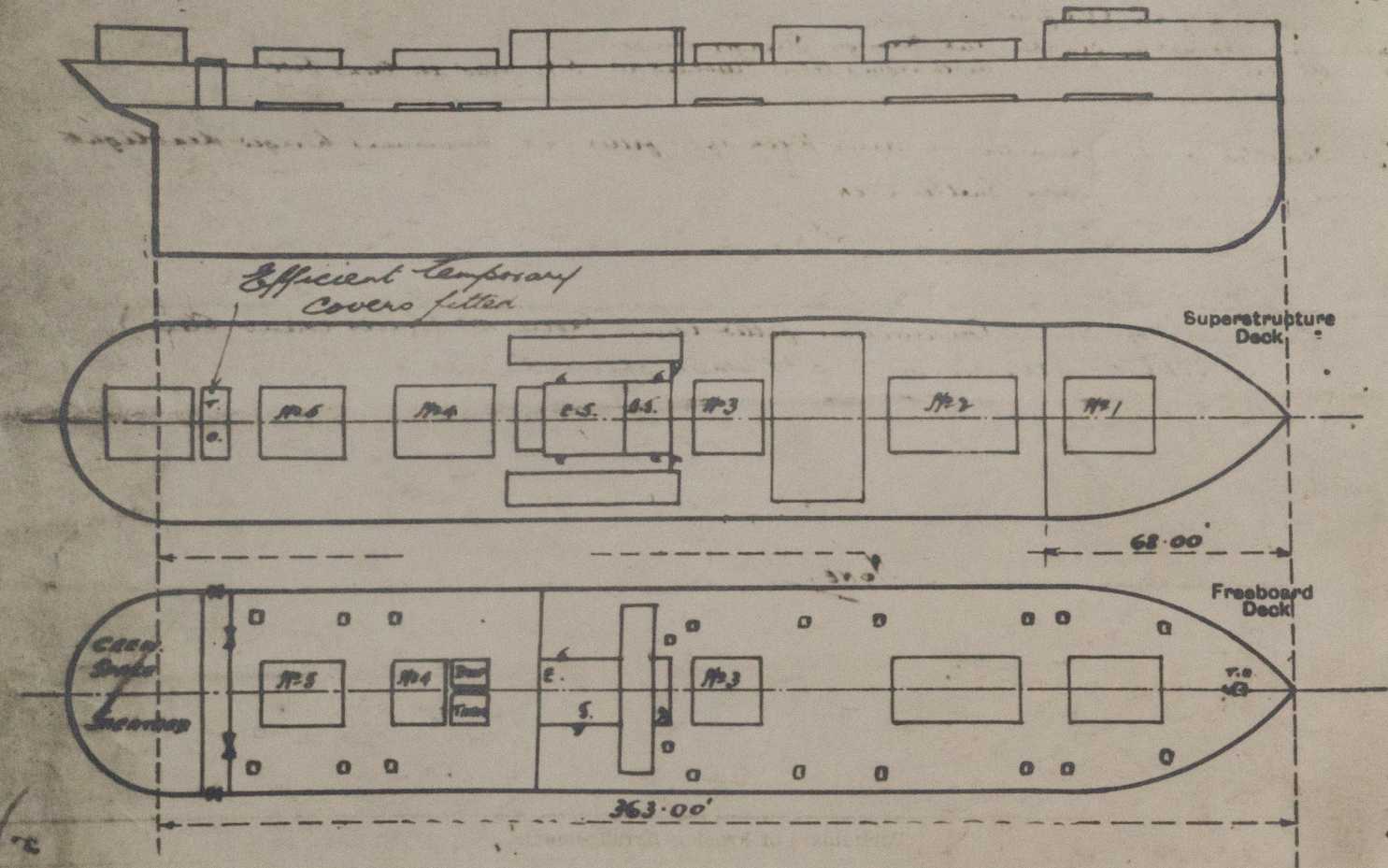
| <p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = <u>24.49</u> Ft.</p> <p>Summer freeboard = <u>2.37</u></p> <p>Moulded draught (d) = <u>22.42</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>5.60 = 5.5</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) =</p> | <p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$</p> <p>Tons per inch immersion at summer load water line</p> <p>$T =$</p> <p>Deduction = $\frac{\Delta}{40}$ inches</p> | <p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient <u>1.26</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th style="text-align: center;">+</th> <th style="text-align: center;">-</th> </tr> <tr> <td>Depth Correction</td> <td style="text-align: center;">1.65</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Deduction for superstructures</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">39.26</td> </tr> <tr> <td>Sheer correction</td> <td style="text-align: center;">3.24</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Round of Beam correction</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> </tr> <tr> <td></td> <td style="text-align: center;">4.92</td> <td style="text-align: center;">39.26</td> </tr> </table> <p style="text-align: right;">Summer Freeboard = <u>28.40</u></p> | | + | - | Depth Correction | 1.65 | ✓ | Deduction for superstructures | ✓ | 39.26 | Sheer correction | 3.24 | ✓ | Round of Beam correction | ✓ | ✓ | Correction for Thickness of Deck amidships | ✓ | ✓ | Other corrections, scantlings, etc. | ✓ | ✓ | | 4.92 | 39.26 |
|---|---|---|--|---|---|------------------|------|---|-------------------------------|---|-------|------------------|------|---|--------------------------|---|---|--|---|---|-------------------------------------|---|---|--|------|-------|
| | + | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Depth Correction | 1.65 | ✓ | | | | | | | | | | | | | | | | | | | | | | | | |
| Deduction for superstructures | ✓ | 39.26 | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheer correction | 3.24 | ✓ | | | | | | | | | | | | | | | | | | | | | | | | |
| Round of Beam correction | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | |
| Correction for Thickness of Deck amidships | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | |
| Other corrections, scantlings, etc. | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | |
| | 4.92 | 39.26 | | | | | | | | | | | | | | | | | | | | | | | | |

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 | ... | ... | 2' 10" | 1906 |
| Fresh Water Line | " | " | Fresh Water | ... | ... | 2' 10" | 1906 |
| Tropical Line | " | " | Tropical | ... | ... | 2' 10" | 1906 |
| Winter Line | below | " | Winter | ... | ... | 2' 10" | 1906 |
| Winter North Atlantic Line | " | " | Winter North Atlantic | ... | ... | 2' 10" | 1906 |

Italian Prince

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and aling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



State any special features in the construction of the ship:—

Handwritten notes in the space for special features.



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