FOR SCANTLING PURPOSES.
Flush Dk Full Scantling.

Rpt. C.11.

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having   Flush Deck.

(Type of Superstructures.)

Port of Survey

Date of ~~Survey~~   11/11/38.

Name of Surveyor

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

Particulars of Classification

Moulded Dimensions: Length 525 ✓   Breadth 62.5 ✓   Depth 43.45 ✓

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

Coefficient of fineness for use with Tables .78

Depth for Freeboard (D)		Depth correction	Round of Beam correction
Moulded depth	43.45	(a) Where D is greater than Table depth $\frac{(D - \text{Table depth})}{3} R =$ $\frac{(43.79 - 35.00)}{3.79} = 26.34'$	Moulded Breadth (B) 62.5
Stringer plate	.04		Standard Round of Beam = $\frac{B \times 12}{50}$ = Standard
Sheathing on exposed deck $T\left(\frac{L-S}{L}\right) =$	✓	(b) Where D is less than Table depth (if allowed) (Table depth − D) R = ✓	Ship's Round of Beam = Nil
			Difference = Nil
Depth for Freeboard (D) =	43.79	If restricted by superstructures ✓	Restricted to Correction = $\frac{\text{Diff}^n}{4} \times \left(1 - \frac{S_1}{L}\right)$ = Nil ✓

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
„ overhang					
R.Q.D. enclosed ...					
„ overhang ...	Flush Dk.		✓		
Bridge enclosed... ...					
„ overhang aft ...					
„ overhang forward					
F'cle enclosed					
„ overhang					
Trunk aft					
„ forward ...					
Tonnage 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 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.		1				1	
⅙L from A.P. ...		4				4	
⅔L		2				2	
Amidships ...		4				4	
⅔L from F.P. ...		2				2	
⅙L „ ...		4				4	
F.P.		1				1	
Total ...							

$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} = 1.0$

$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = 1.0$

$\frac{\text{Length of enclosed superstructure}}{L}$ forward of amidships = $\}$ Flush Dk ✓

„ aft of „ = $\}$ Flush Dk ✓

Correction = $\frac{\text{Difference between sums of products}}{18} \left(·75 - \frac{S}{2L}\right)$ = ✓

If limited on account of midship superstructure. ✓

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

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)		109.50 ✓
				114.53 ✓
	Displacement in salt water at summer load water line	Correction for coefficient $\frac{·78 - ·68}{·36} = \frac{L·46}{1·36}$	+	−
Ft.	$\Delta =$		26.34 −	
Depth to Freeboard Deck = 43.79		Depth Correction		
Summer freeboard = 11.99	Tons per inch immersion at summer load water line	Deduction for superstructures ...	—	—
Moulded draught (d) = 31.80	$T =$	Sheer correction	—	—
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction...	—	—
Winter freeboard = $\frac{d}{4}$ inches =	=	Correction for Thickness of Deck amidships ...	—	—
Addition for Winter North Atlantic Freeboard (if required)=		Other corrections, scantlings, etc...	26.34 −	+ 26.34
			Summer Freeboard = 143.90 ✓	
			11.99 ✓	

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 „ „	