

AMENDED

Index No. **38676**
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name OVAL <i>ex</i> <i>Pat seven</i>	Official Number <i>281666</i>	Nationality and Port of Registry NORWAY BERGEN	Gross Tonnage 315	Date of Build 1942	Port of Survey Bergen
Moulded Dimensions: Length 40.238 Breadth 7.619 Depth 4.190 <i>to centre of rudder stock</i>					Surveyor's Signature <i>S.A. Eide</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 596 m³ tons					Particulars of Classification +100 A1
Coefficient of fineness for use with Tables .68 (Actual .546)					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 4.190	(a) Where D is greater than Table depth (D-Table depth) R = 8.33(4.247-2.683)10.160 = +132 mm	Moulded Breadth (B) 7.619
Stringer plate 9	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 1.564	Standard Round of Beam = $\frac{B \times 12}{50} =$ 152
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = 63 \times .7675$ 48	If restricted by superstructures	Ship's Round of Beam = 178
Depth for Freeboard (D) = 4247		Difference + 26
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{26^2}{4} \times .7702 = \frac{26}{4} \times .7702 = -5 mm$

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	9140	9140	1306	✓	9140
„ overhang	215	107			107
Trunk aft					
„ forward					
Tonnage opening aft					
„ „ forward					
Total	9355	9247			9247

Standard Height of Superstructure **1.830 m**

„ „ R.Q.D. ✓

Deduction for complete superstructure **488 mm**

Percentage covered $\frac{S}{L} =$ **23.25** ✓

„ „ $\frac{S_1}{L} =$ **22.98** ✓

„ „ $\frac{E}{L} =$ **22.98** ✓

Percentage from Table, Line A. **11.49**
(corrected for absence of fore-castle (if required))

Percentage from Table, Line B. ✓
(corrected for absence of fore-castle (if required))

Interpolation for bridge less than .2L (if required) ✓

Deduction = **488 x .1149 = - 56 mm.**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	589	1	589	1308	589	1	589
$\frac{1}{4}$ L from A.P.	262	4	1048	514	262	4	1048
$\frac{3}{8}$ L „	65	2	130	97	65	2	130
Amidships	-	4	-	-	-	4	-
$\frac{3}{8}$ L from F.P.	131	2	262	43	43	2	86
$\frac{1}{4}$ L „	524	4	2096	206	206	4	824
F.P.	1178	1	1178	524	524	1	524
Total			5303				3201

Mean actual sheer aft = *Excess*

Mean standard sheer aft =

Mean actual sheer forward = *Deficient*

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = *deficient*

„ „ aft of „ = *sheer.*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2102}{18} \left(.75 - .1162 \right) = + 74 mm.$

If limited on account of midship superstructure.

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 = 4262 Summer freeboard = 495 Moulded draught (d) = 3767 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} \text{ inches} = 78 = 3''$ Addition for Winter North Atlantic Freeboard (if required) = 128 = 5''	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 660$ Tons per inch immersion at summer load water line $T = 5.85$ Deduction = $\frac{\Delta}{40 T} \text{ inches} = 2.82'' = 2\frac{3}{4}''$ = 70 mm	TABULAR FREEBOARD corrected for Flush Deck (if required) 337 Correction for coefficient NIL 337 <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>132</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>56</td> </tr> <tr> <td>Sheer correction</td> <td>74</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>5</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>15</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>221</td> <td>61</td> </tr> </table> Summer Freeboard = 497		+	-	Depth Correction	132	-	Deduction for superstructures	-	56	Sheer correction	74	-	Round of Beam correction	-	5	Correction for Thickness of Deck amidships	15	-	Other corrections, scantlings, etc.	-	-		221	61
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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	5$\frac{3}{4}$	146 mm
Fresh Water Line	2$\frac{3}{4}$	70
Tropical Line	3	76
Winter Line below	3	76
Winter North Atlantic Line	5	127

Tropical Fresh Water Freeboard	495 mm	1'-7$\frac{1}{2}$'
Fresh Water	425	1'-1$\frac{3}{4}$'
Tropical	413	1'-4$\frac{3}{4}$'
Winter	571	1'-10$\frac{1}{2}$'
Winter North Atlantic	622	2'-0$\frac{1}{2}$'