

Index No. _____
(For London Office only.)

Date of Survey_____

Name of Surveyor_____

DEPTH FOR FREEBOARD.										CORRECTION FOR LENGTH.									
<div style="display: flex; justify-content: space-between;"> <div> <p>oulded depth 37.0</p> <p>ringer plate08</p> <p>leathing in wells $T \left(\frac{L-S}{L} \right) =$</p> </div> <div style="border-left: 1px solid black; padding-left: 10px;"> <p>(a) When D is greater than $\frac{L}{15}$ $(37.08 - 32.0) \times 3 = + 15.24$ ✓</p> <p>(b) When D is less than $\frac{L}{15}$ (if allowed).</p> <p>$\left(\frac{L}{15} - D \right) \times R =$</p> <p>If restricted by height of superstructures</p> </div> </div>										<div style="display: flex; justify-content: space-between;"> <div> <p>Depth $D =$... 37.08 ✓</p> </div> </div>									

	Mean Covered Length S.	Equivalent Enclosed Length S_1 .	Height.	Correction for Height.	Effective Length.
oop enclosed					
„ overhang					
Q.D. enclosed					
„ overhang					
idge enclosed					
„ overhang aft					
„ overhang forward					
cle enclosed	43.67	43.67	7'6"	✓	43.67
„ overhang					
runks forward					
„ aft					
onnage opening					
TOTAL =	<u>43.67</u>	<u>43.67</u>			<u>43.67</u>
Length of ship (L) =	480.0	480.0			480.0
% Covered	9.1%	9.1%			9.1% ✓
Corresponding %, corrected for absence of forecastle if required } $\Delta =$			$\Delta = 6.37\%$ ✓	Correction for Bridge less than $2L$ if required }	Tanker
Allowance ... =	42.0 ✓	$\times .0637$		$= -2.67$ ✓	

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products,
A.P. 1	61.62	58.0 ✓	61.62	1	61.62
2	21.50		21.50	4	86.00
3	1.62		1.62	2	3.24
4	0		0	4	-
5	0		0	2	-
6	3.75		3.75	4	-
F.P. 7	38.50		38.50	2	7.50
	121.00	116.0 ✓	121.00	4	154.00
				1	121.00

If excess sheer forward and deficient sheer aft :—

Actual sheer aft = Defective
Standard sheer aft

Actual sheer forward = Defective
Standard sheer forward

Length of enclosed superstructure
L

Forward of amidships =
Aft of amidships = } Tanker.

Mean effective sheer... 24 18) 433.36
Standard sheer .05L + 5 = 18.07 ✓
Difference (Df) = 29.00 ✓
Allowance = Df × (75 - S / 2L) = 10.93 × .7045 = 10.93 ✓
If limited on account of amidship superstructure... = + 7.70 ✓
If limited on account of excess sheer (1½ in. per 100 ft.)... = ✓

Standard	15.78
Ship	16.66
Difference88
Restricted to	
Allowance	$= \frac{\text{Difference}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.88}{4} \times .909 = -.20$						

Standard	107.65
Ship	107.65
Difference	7.03
Restricted to	
Allowance	$= \frac{\text{Difference}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{7.03}{4} \times .909 = -1.58$						

Standard	107.65
Ship	107.65
Difference	7.03
Restricted to	
Allowance	$= \frac{\text{Difference}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{7.03}{4} \times .909 = -1.58$						

Summer Freeboard = 107.65

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:

	Distance from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck :-				
Fresh Water Line	above centre of Disc
Indian Summer Line	" " "
Winter Line	below " "
Winter North Atlantic Line	" " "

© 2020

Lloyd's Register
Foundation

Not for tankers

For ships over 330' in length

WNA corresponds with W. but American Bureau

markings show

WNA at $4\frac{3}{4}$ below W.

Open Rails

Fitted between Fore & Midship Saloon House & Basing

Deadweights have been assessed on a Rule D = D - 8 ft as for a Shell

Coefft. taken 76