

Bulkhead at A.E. of bridge frame 39 class 2 closing appliances  
u F.A. " " 37 class 1 " "

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.  
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. \_\_\_\_\_  
(For London Office only).

Ship's Name <i>Connaught</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Length <i>324.7</i> Breadth <i>41.5</i> Depth <i>17.92</i>					Date of Survey
at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature
for use with Tables <i>.68</i>					Particulars of Classification

or Freeboard (D).	Depth correction.	Round of Beam correction.
... .. <i>17.92</i>	(a) Where D is greater than Table depth (D - Table depth) R =	Moulded Breadth (B)
... .. <i>.04</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$
deck		Ship's Round of Beam =
		Difference
Freeboard (D) = <i>17.98</i>	If restricted by superstructures <i>No</i>	Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times (1 - \frac{S_1}{L}) = \frac{5.96}{4} \times 1993 = +.30''$

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
<i>48.5</i>	<i>48.50</i>	<i>7.25</i>	<i>✓</i>	<i>48.50</i>
<i>4.00</i>	<i>2.00</i>			<i>2.00</i>
<i>149.75</i>	<i>149.75</i>	<i>7.25</i>	<i>✓</i>	<i>149.75</i>
<i>18.00</i>	<i>9.00</i>			<i>9.00</i>
<i>2.50</i>	<i>1.25</i>			<i>1.25</i>
<i>76.50</i>	<i>49.48</i>	<i>10.75</i>	<i>✓</i>	<i>49.48</i>
<i>193.25</i>	<i>129.98</i>			<i>129.98</i>

Standard Height of Superstructure *6.75*  
" " R.Q.D. *✓*  
Deduction for complete superstructure *36.98*  
Percentage covered  $\frac{S}{L} = 90.32$   
" "  $\frac{S_1}{L} = 80.07$   
" "  $\frac{E}{L} = 80.07$   
Percentage from Table, Line A. *✓*  
(corrected for absence of forecastle (if required)) *75.38*  
Percentage from Table, Line B. *✓*  
(corrected for absence of forecastle (if required)) *✓*  
Interpolation for bridge less than .2L (if required) *✓*  
Deduction =  $36.98 \times 75.38 = - 27.87$

SHEER CORRECTION.

Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
1					1	
4					4	
2					2	
4					4	
2					2	
4					4	
1					1	

Difference between sums of products  $\left( .75 - \frac{S}{2L} \right) = \frac{68.09}{18} (.75 - .4516) = +1.13''$   
count of midship superstructure. If limited to maximum allowance of 1½ ins. per 100 ft.

Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Winter and Winter North board.	Displacement in salt water at summer load water line	Correction for coefficient
Freeboard Deck = <i>18.03</i>	$\Delta =$	Depth Correction ... ..
Freeboard = <i>1.98</i>	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..
Moulded draught (d) = <i>16.05</i>	T =	Sheer correction ... ..
Freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ... ..
= $\frac{\Delta}{4}$ inches =	=	Correction for Thickness of Deck amidships <i>80</i> ...
North Atlantic Freeboard (if		Other corrections, scantlings, etc. ... ..
		Summer Freeboard = <i>23.74</i>

FREEBOARD amidships from Centre of Disc to top of Deck Line, <del>Wood</del> Steel, Deck:—			
Tropical Fresh Water Line above Centre of Disc ... ..	Tropical Fresh Water Freeboard ... ..	© 2020	
Fresh Water Line " " ... ..	Fresh Water " " ... ..	Lloyd's Register	
Tropical Line " " ... ..	Tropical " " ... ..	© 2020	
Winter Line below " " ... ..	Winter " " ... ..	© 2020	
Winter North Atlantic Line " " ... ..	Winter North Atlantic " " ... ..	© 2020	