

29892
Rpt. C.11.

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Index. No.
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey
having					Date of Survey 27.10.32.
(Type of Superstructures.)					Name of Surveyor
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification
"Argo"	Finnish Helsingfors	559	1818	1921	+ 100 A1. Awning Deck with Freeboard.
Moulded Dimensions: Length 71.63 m. Breadth 11.20 m. Depth 6.096 m.					
Moulded displacement at moulded draught = 85 per cent. of moulded depth tons					
Coefficient of fineness for use with Tables 749.					

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth 6.096	(a) Where D is greater than Table depth (D - Table depth) R = 8.33(6.106 - 4.776) 18.088 = + 202	Moulded Breadth (B) 11.20
Stringer plate 010	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50}$ = 224
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 229
Depth for Freeboard (D) = 6.106		Difference = 5
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$ Nil.

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	Standard Height of Superstructure
Poop enclosed					1830
" overhang					R.Q.D.
R.Q.D. enclosed					Deduction for complete superstructure 750
" overhang					Percentage covered $\frac{S}{L} = 100\%$
Bridge enclosed					" $\frac{S_1}{L} = 100\%$
" overhang aft					" $\frac{E}{L} = 100\%$
" overhang forward					Percentage from Table, Line A.
F'cle enclosed					(corrected for absence of forecastle (if required))
" overhang					Percentage from Table, Line B.
Trunk aft					(corrected for absence of forecastle (if required))
" forward					Interpolation for bridge less than 2L (if required)
Tonnage opening aft					Deduction = - 750 %
" forward					
Total					

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	851	1		851	+ 456 229	685	1		685
$\frac{1}{2}$ L from A.P.	378	4		1512	25	304	4		1216
$\frac{2}{3}$ L "	94	2		188	/	76	2		152
Amidships	/	4		/	/	/	4		/
$\frac{2}{3}$ L from F.P.	189	2		378	/	76	2		152
$\frac{1}{2}$ L "	756	4		3024	41	304	4		1216
F.P.	1701	1		1701	229	685	1		685
Total				7654					4106

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{3548}{18} (.75 - .50) = + 49 \%$

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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = Ft.	$\Delta =$	$\frac{685 \cdot 749}{1.36} = \frac{1.429}{1.36}$
Summer freeboard =	Tons per inch immersion at summer load water line	Depth Correction 202
Moulded draught (d) =	T =	Deduction for superstructures - 750
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40 T}$ inches =	Sheer correction 49
Addition for Winter North Atlantic Freeboard (if required) =		Round of Beam correction -
		Correction for Thickness of Deck amidships -
		Other corrections, scantlings, etc. -
		251 750 - 499
		Summer Freeboard = 286

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

T.D. Ht. 2286
2572 %

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 " "