

Modification on account
of strengthening for
9-1/4" more draught.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

<p>"LEEF00N" 2x "SUNJEWEL"</p>	Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey MONTREAL, P.Q.
		176025	Hong Kong PORT ALFRED Canadian	7150	1945	Date of Survey <i>October, 1950</i>
Moulded Dimensions: Length _____ Breadth _____ Depth _____						Surveyor's Signature <i>[Signature]</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons						Particulars of Classification \star 100 A1 with freeboard
Coefficient of fineness for use with Tables _____						

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B)
Stringer plate	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50}$ =
Sheathing on exposed deck		Ship's Round of Beam =
$T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Difference
Depth for Freeboard (D) =		Restricted to
		Correction = $\frac{\text{Diff}^c}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

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

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P.		1				1	
1/8 L from A.P.		4				4	
3/8 L "		2				2	
Amidships		4				4	
5/8 L from F.P.		2				2	
1/8 L "		4				4	
F.P.		1				1	
Total							

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

If limited on account of midship superstructure.

Mean actual sheer aft
Mean standard sheer aft =

Mean actual sheer forward
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

" " aft of " =

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p style="text-align: right;">Ft.</p> <p>Depth to Freeboard Deck = 37.39</p> <p>Summer freeboard = 9.79</p> <p>Moulded draught (d) = 27.60</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $\frac{27.6}{4} = 6.9$</p> <p>Addition for Winter North Atlantic Freeboard (if required) = Not required.</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line $\Delta = 14207$ tons</p> <p>Tons per inch immersion at summer load water line $T = 48.4$</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches</p> <p>= 7.33</p> <p>= 7 1/4"</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required) 83.21</p> <p>Correction for coefficient $\frac{.771 + .68}{1.36} = \frac{1.451}{1.36}$ 88.78</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">+</td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td>Depth Correction</td> <td style="text-align: center;">28.71</td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td>Sheer correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">.45</td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">.09</td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc. to correspond with summer moulded draught of 27.6 feet</td> <td style="text-align: center;">.53</td> <td style="text-align: center;">-</td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">29.24</td> <td style="text-align: center;">.54</td> <td style="text-align: right;">+ 28.70</td> </tr> <tr> <td></td> <td></td> <td></td> <td style="text-align: right;">Summer Freeboard = 117.48</td> </tr> </table>		+	-		Depth Correction	28.71	-		Deduction for superstructures	-	-		Sheer correction	-	.45		Round of Beam correction	-	.09		Correction for Thickness of Deck amidships	-	-		Other corrections, scantlings, etc. to correspond with summer moulded draught of 27.6 feet	.53	-			29.24	.54	+ 28.70				Summer Freeboard = 117.48
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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 14 1/4"	Tropical Fresh Water Freeboard 9' 9 1/2"
Fresh Water Line " " 7 1/4"	Fresh Water " " 8' 7 1/4"
Tropical Line " " 7"	Tropical " " 9' 2 1/4"
Winter Line below " " 7"	Winter " " 9' 2 1/2"
Winter North Atlantic Line " " -	Winter North Atlantic " " 10' 4 1/2"

