

Ship's Name <i>Alexandria</i>	Official Number	Nationality and Port of Registry <i>Danish Esbjerg</i>	Gross Tonnage	Date of Build <i>1931</i>	Port of Survey
Moulded Dimensions: Length <i>266.22</i> ✓ Breadth <i>39.00</i> ✓ Depth <i>19.50</i> ✓					Date of Survey <i>3-5-38</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>under .68</i> ✓					Particulars of Classification <i>+100 M with for</i>

<p>Depth for Freeboard (D).</p> <p>Moulded depth 19.50 ✓</p> <p>Stringer plate03 ✓</p> <p>Sheathing on exposed deck</p> <p>$T \left(\frac{L-S}{L} \right) =$ ✓</p> <p>Depth for Freeboard (D) = 19.53 ✓</p>	<p>Depth correction.</p> <p>(a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(19.53 - 17.75) 2.048 = + 3.65$ ✓</p> <p>(b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ ✓</p> <p>If restricted by superstructures ✓</p>	<p>Round of Beam correction.</p> <p>Moulded Breadth (B) 39.00 ✓</p> <p>Standard Round of Beam = $\frac{B \times 12}{50} = 9.36$ ✓</p> <p>Ship's Round of Beam = 9.75 ✓</p> <p>Difference 39 ✓</p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{1.39}{4} \times 1.818 = - .02$ ✓</p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	176.58	✓ 164.17	✓ 7.5	-	✓ 164.17
„ overhang					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed... ..					
„ overhang aft					
„ overhang forward					
F'cle enclosed	53.64	✓ 53.64	✓ 7.5		✓ 53.64
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft ...					
„ „ forward					
Total	230.22	✓ 217.81			✓ 217.81

Standard Height of Superstructure 6.162 ✓
 " " R.Q.D. ✓
 Deduction for complete superstructure 32.62 ✓
 Percentage covered $\frac{S}{L} = 86.48 \checkmark$
 " " $\frac{S_1}{L} = 81.82 \checkmark$
 " " $\frac{E}{L} = 81.82 \checkmark$
 Percentage from Table, Line A. 77.56 ✓
 (corrected for absence of forecastle (if required))
 Percentage from Table, Line B. ✓
 (corrected for absence of forecastle (if required))
 Interpolation for bridge less than .2L (if required) ✓
 Deduction = $32.62 \times .7758 = -25.30 \checkmark$

SHEER CORRECTION.

Station	Standard Ordnate	S M	Product	Actual Ordnate	Effective Ordnate	S M	Product
A.P. ...	36.62 ✓	1	✓ 36.62	27.72 ✓	27.72 ✓	1	✓ 27.72
L from A.P. ...	16.295 ✓	4	✓ 65.18	11.75 ✓	11.75 ✓	4	✓ 47.00
L " ...	4.03 ✓	2	✓ 8.06	2.20 ✓	2.20 ✓	2	✓ 4.40
Amidships ...	-	4	-	-	-	4	-
L from F.P. ...	8.06 ✓	2	✓ 16.12	6.90 ✓	8.40 ✓	2	✓ 16.80
L " ...	32.59 ✓	4	✓ 130.36	34.60 ✓	33.95 ✓	4	✓ 135.80
F.P. ...	73.24 ✓	1	✓ 73.24	80.28 ✓	76.30 ✓	1	✓ 76.30
Total ...			✓ 329.58				✓ 308.02

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} = \text{Different (71.29\% standard)} \checkmark$$
$$\frac{\text{Mean actual shear forward}}{\text{Mean standard shear forward}} = \text{Factor}$$

Length of enclosed superstructure forward of amidships = } Deficient
" " aft of " " } sheer.

Shoe Apr.

✓ 36.62	1	36.62	✓	✓ 27.72	1	27.72	✓
✓ 16.295	3	48.88	✓	✓ 11.75	3	35.25	✓
✓ 4.03	3	12.09	✓	✓ 2.20	3	6.60	✓
-	1	-	1	-	1	-	1
36.62		97.59	✓			69.57	✓

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Correction = $\frac{\text{Difference between sums of products}}{18}$
If limited on account of midship superstructure.

Deduction for Fresh
Water.

Displacement in salt water at summer load water line

 $\triangle =$

Tons per inch immersion at
summer load water line

$$T =$$
$$\text{Deduction} = \frac{\Delta}{40 T} \text{ inches}$$

TABULAR FREEBOARD ~~corrected for Flush Deck (if required)~~

Correction for coefficient

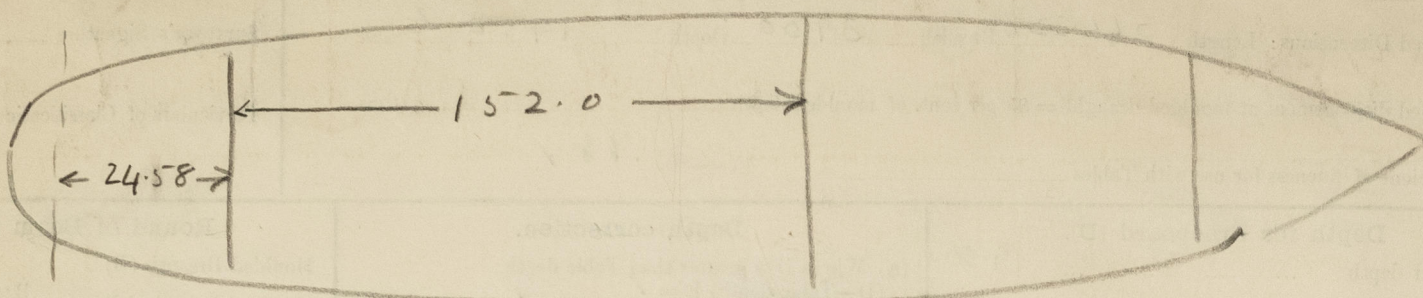
	+	-
Depth Correction	✓ 3.65	-
Deduction for superstructures	-	25.30 ✓
Sheer correction	✓ .38	-
Round of Beam correction	-	.02 ✓
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	✓ 4.03	25.32 ✓ - 21.29 ✓
	Summer Freeboard = 14.42 ✓	

Summer Freeboard = 14.42 ✓

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

From Centre of Disc to top of Deck Line, Wood , Steel, Deck:—				From Centre of Disc to top of Deck Line, Wood , Steel, Deck:—			
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	"	...	...

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.



$$\frac{176.58}{266.22} = .6633 \checkmark$$

$$\begin{array}{r} .7 \\ .5 \\ \hline .2 \end{array} \quad \begin{array}{r} 90 \checkmark \\ 100 \checkmark \\ \hline 10 \times .1633 \checkmark \\ \hline 1.633 \checkmark \end{array} = 8.16 \checkmark$$

$$\begin{array}{r} 100.00 \checkmark \\ 8.16 \checkmark \\ \hline 91.84 \checkmark \end{array}$$

$$\begin{array}{r} 24.58 \checkmark \times 100 \checkmark = 2458 \checkmark \\ 152 \checkmark \times 91.84 \checkmark = 13959 \checkmark \\ \hline 16417 \checkmark \end{array}$$

Shen (inward)			Actual		
Standard					
✓ 8.06	3	24.18 ✓	6.90	3	20.70 ✓
✓ 32.59	3	97.77 ✓	34.60	3	103.80 ✓
✓ 73.24	1	73.24 ✓	80.28	1	80.28 ✓
		<u>195.19 ✓</u>			<u>204.78 ✓</u>

$$\text{Shen aft} = .7129 \text{ standard} \checkmark$$

$$\begin{aligned} & 195.19 + \left[(204.78 - 195.19) \times \frac{21.29}{25} \right] \\ & = 195.19 + \left(9.59 \times \frac{21.29}{25} \right) = 195.19 + 8.17 \\ & = 203.36 \checkmark \end{aligned}$$

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £

$$\therefore \text{Shen standard ordinate proportion} \frac{203.36}{195.19} \checkmark$$



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