

Amended Preliminary

Index No. 40001  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Hawthorn Leslie Log</i> <i>Yard No. 700</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>431</i> Breadth <i>61</i> Depth <i>31</i>					Date of Survey <i>16.6.48</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>.775 (for builders)</i>					Particulars of Classification <i>10001</i> <i>carrying petroleum in bulk</i> <i>contaminated</i>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... .. <i>31.00</i> Stringer plate ... .. <i>.07</i> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>31.07</i>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = <i>(31.07-28.73) x 3 = + 7.02</i> <i>2.34</i> (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <i>61</i> Standard Round of Beam = $\frac{B \times 12}{50} = 14.64$ Ship's Round of Beam = <i>14.75</i> Difference <i>.11</i> Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S}{L} \right) = \frac{.11^2}{4} \times .5699 = -.02$
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### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equivalent</i>	<i>108.17</i>	<i>108.17</i>	<i>8.0</i>	-	<i>108.17</i>
" overhang	<i>.33</i>	<i>.16</i>	-	-	<i>.16</i>
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>equivalent</i>	<i>35.09</i>	<i>35.09</i>	<i>8.0</i>	-	<i>35.09</i>
" overhang aft	<i>3.50</i>	<i>2.63</i>	-	-	<i>2.63</i>
" overhang forward	<i>.33</i>	<i>.16</i>	-	-	<i>.16</i>
Fore enclosed	<i>35.17</i>	<i>35.17</i>	<i>8.0</i>	-	<i>35.17</i>
" overhang	<i>4.00</i>	<i>4.00</i>	-	-	<i>4.00</i>
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<i>186.59</i>	<i>185.38</i>			<i>185.38</i>

Standard Height of Superstructure *7.5*  
" " R.Q.D. *-*  
Deduction for complete superstructure *42*  
Percentage covered  $\frac{S}{L} = 43.29$   
" "  $\frac{S_1}{L} = 43.01$   
Percentage from Table, Line A *Tanker 34.01*  
(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 = *42 x 34.01 = -14.28*

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>53.10</i>	1		<i>53.10</i>	<i>54.50</i>	<i>54.50</i>	1		<i>54.50</i>
$\frac{1}{8}L$ from A.P. ...	<i>23.63</i>	4		<i>94.52</i>	<i>24.30</i>	<i>24.30</i>	4		<i>97.20</i>
$\frac{2}{8}L$ " ...	<i>5.84</i>	2		<i>11.68</i>	<i>6.10</i>	<i>6.10</i>	2		<i>12.20</i>
Amidships ...	-	4		-	-	-	4		-
$\frac{2}{8}L$ from F.P. ...	<i>11.68</i>	2		<i>23.36</i>	<i>11.90</i>	<i>11.90</i>	2		<i>23.80</i>
$\frac{1}{8}L$ " ...	<i>47.26</i>	4		<i>189.04</i>	<i>47.90</i>	<i>47.90</i>	4		<i>191.60</i>
F.P. ...	<i>106.20</i>	1		<i>106.20</i>	<i>108.00</i>	<i>108.00</i>	1		<i>108.00</i>
Total				<i>477.90</i>					<i>487.30</i>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{9.40}{18} (.75 - \frac{2.64}{53.36}) = -.28$   
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 =  
" " aft of " =

### Deduction for Tropical Freeboard.

### Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *31.07*  
Summer freeboard = *562*  
Moulded draught (d) = *25.45*

### Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = *6.36*  
= *6 1/4*

Addition for Winter North Atlantic Freeboard (if required) = *6.36 + 4.31 = 10.67 = 10 3/4*

### Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$   
Tons per inch immersion at summer load water line

T =

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

*1/2" = 6 1/4"*

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

Correction for coefficient *.775 + .05 = .825*  
*.825*

	+	-
Depth Correction	<i>7.02</i>	-
Deduction for superstructures	-	<i>14.28</i>
Sheer correction	-	<i>.28</i>
Round of Beam correction	-	<i>.02</i>
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	<i>7.02</i>	<i>14.58</i>

Summer Freeboard = *67.51*

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

Tropical Fresh Water Line above Centre of Disc	... .. <i>12 1/2"</i>	Tropical Fresh Water Freeboard	... .. <i>5-7 1/2"</i>
Fresh Water Line	... .. <i>6 1/4"</i>	Fresh Water	... .. <i>5-1 1/4"</i>
Tropical Line	... .. <i>6 1/4"</i>	Tropical	... .. <i>5-1 1/4"</i>
Winter Line below	... .. <i>6 1/4"</i>	Winter	... .. <i>6-1 3/4"</i>
Winter North Atlantic Line	... .. <i>10 3/4"</i>	Winter North Atlantic	... .. <i>6-6 1/4"</i>



*Ed No 700.*

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.

$$\begin{array}{r} \text{Prof} \quad 105.00 \\ 2/3 \times 4.25 = \quad 3.17 \\ \hline 108.17 \end{array}$$

$$\begin{array}{r} \text{overhang at side} \quad 3.50 \\ 3.17 \\ \hline .33 \end{array}$$

$$\begin{array}{r} \text{Bridge} \quad 31.92 \\ 2/3 \times 4.25 = \quad 3.17 \\ \hline 35.09 \end{array}$$

$$\begin{array}{r} \text{overhang at side} \quad 3.50 \\ 3.17 \\ \hline .33 \end{array}$$

Trade of ship \_\_\_\_\_

Names of sister ships \_\_\_\_\_

Builder's name and yard number \_\_\_\_\_

Owners \_\_\_\_\_

Fee £ \_\_\_\_\_



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