

TIMBER

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Dienny's 1460-1468.</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>461.0</i> Breadth <i>63.0</i> Depth <i>40.25</i>					Date of Survey <i>17-6-51</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>.70.</i>					Particulars of Classification

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth	(a) Where D is greater than Table depth (D-Table depth) R = <i>+ 28.74</i>	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) = <i>40.31</i>		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>- .13</i>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure <i>7.5</i>
„ overhang						„ „ R.Q.D. _____
R.Q.D. enclosed						Deduction for complete superstructure <i>42.00</i>
„ overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						„ „ $\frac{S_1}{L} =$ <i>15.94.</i>
„ overhang aft						„ „ $\frac{E}{L} =$
„ overhang forward						Percentage from Table, Line A. <i>TIMBER</i> <i>37.13</i>
F'cle enclosed						(corrected for absence of fore-castle (if required))
„ overhang						Percentage from Table, Line B.
Trunk aft						(corrected for absence of fore-castle (if required))
„ forward						Interpolation for bridge less than .2L (if required)
Tonnage opening aft						Deduction = <i>42.00 x .3713 = - 15.60</i>
„ „ forward						
Total	<i>73.50</i>	<i>73.50</i>			<i>73.50</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.		1					1		
$\frac{1}{4}L$ from A.P.		4					4		
$\frac{2}{4}L$ „		2					2		
Amidships		4					4		
$\frac{3}{4}L$ from F.P.		2					2		
$\frac{1}{4}L$ „		4					4		
F.P.		1					1		
Total									

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

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 _____

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

Dienny's 1468 Timber assgmt
CANCELLED
(See height 2/14/52)

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = <i>40.31</i> Ft.</p> <p><i>TIMBER</i> Summer freeboard = <i>10.85</i></p> <p>Moulded draught (d) = <i>29.46</i></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = _____</p> <p>Addition for Winter North Atlantic Freeboard (if required) = _____</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line $\Delta =$ _____</p> <p>Tons per inch immersion at summer load water line T = _____</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches = _____</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient <i>1.38/1.36</i></p> <table border="1"> <tr> <td></td> <td>+</td> <td>-</td> </tr> <tr> <td>Depth Correction</td> <td><i>28.74</i></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td><i>15.60</i></td> </tr> <tr> <td>Sheer correction</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td><i>.13</i></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td></td> <td></td> </tr> <tr> <td></td> <td><i>26.89</i></td> <td></td> </tr> <tr> <td></td> <td><i>54.63</i></td> <td><i>15.73</i></td> </tr> <tr> <td>Summer Freeboard</td> <td colspan="2"><i>130.75</i></td> </tr> </table>		+	-	Depth Correction	<i>28.74</i>		Deduction for superstructures		<i>15.60</i>	Sheer correction			Round of Beam correction		<i>.13</i>	Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.				<i>26.89</i>			<i>54.63</i>	<i>15.73</i>	Summer Freeboard	<i>130.75</i>	
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TIMBER SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

<i>40.31</i>	Tropical Fresh Water Line above Centre of Disc	Tropical Fresh Water Freeboard
<i>8.73</i>	Fresh Water Line	Fresh Water
<i>31.58</i>	Tropical Line	Tropical
	Winter Line below	Winter
	Winter North Atlantic Line	Winter North Atlantic

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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.

Timber Superstructure Deduction for full scantling = 15.60
Overhang " " " " = 3.35
12.25

Draught as E.S. = 30.54
" desired = 28.50

$\frac{28.50}{30.54} \times 12.25 = 11.43$
 $\frac{3.35}{14.78} = \text{amended timber deduction}$

15.60
14.78
.82

Amended addition for scantling = 24.64
+ .82
25.46"

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £



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