

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index No. _____
(For London Office only).

Ship's Name <i>Fort Amherst</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>310</i> Breadth <i>45</i> Depth <i>27.08</i>					Date of Survey <i>25-9-44</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>.68 (.657 actual)</i>					Particulars of Classification

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth <i>27.08</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(27.11 - 20.67) * 2384 = + 15.35 ✓</i> <i>644 ✓</i>	Moulded Breadth (B)
Stringer plate <i>.03</i>	(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 $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam =
Depth for Freeboard (D) = <i>27.11</i>		Difference <i>assumed same</i>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>Nil ✓</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
„ overhang						„ „ R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure
„ overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						„ „ $\frac{S_1}{L} =$ <i>Nil</i>
„ overhang aft						„ „ $\frac{E}{L} =$
„ 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 = <i>Nil ✓</i>
„ „ forward						
Total						

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	
A.P.		1				1		Mean actual sheer aft =
$\frac{1}{2}L$ from A.P.		4				4		Mean standard sheer aft =
$\frac{2}{3}L$ „		2				2		Mean actual sheer forward =
Amidships		4				4		Mean standard sheer forward =
$\frac{2}{3}L$ from F.P.		2				2		Length of enclosed superstructure forward of amidships =
$\frac{1}{2}L$ „		4				4		„ „ aft of „ =
F.P.		1				1		
Total								

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ *Nil ✓*
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. Addition for Winter and Winter North Atlantic Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Depth to Freeboard Deck = <i>27.11 ✓</i>	Displacement in salt water at summer load water line	Correction for coefficient
Summer freeboard = <i>5.10 ✓</i>	$\Delta =$	Depth Correction <i>15.35 ✓</i>
Moulded draught (d) = <i>22.01 ✓</i>	Tons per inch immersion at summer load water line	Deduction for superstructures
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	T =	Sheer correction
Addition for Winter North Atlantic Freeboard (if required) =	Deduction = $\frac{\Delta}{40 T}$ inches =	Round of Beam correction
		Correction for Thickness of Deck amidships
		Other corrections, scantlings, etc.
		Summer Freeboard = <i>61.25 ✓</i>

SUMMER FREEBOARD amidships 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 „ „