

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey	Date of Survey	Surveyor's Signature	Particulars of Classification
ANNITSA.		Panamanian Panama.		1945.	New York.	Revised computation for increased draught Oct. 1950.	W. J. R.	+ 100 A1.
Moulded Dimensions: Length <u>417.35</u> Breadth <u>56.90</u> Depth <u>37.33</u> <u>center of rudder stock.</u>					Moulded displacement at moulded draught = 85 per cent. of moulded depth: <u>16,600.</u> tons			
Coefficient of fineness for use with Tables <u>.771</u>								

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... .. 37.33	(a) Where D is greater than Table depth (D—Table depth) R=	Moulded Breadth (B) 56.90
Stringer plate ... .. .06	(37.39 - 27.82) 3.00 = + 28.71"	Standard Round of Beam = $\frac{B \times 12}{50}$ = 13.66
Sheathing on exposed deck	(b) Where D is less than Table depth (if allowed) (Table depth—D) R=	Ship's Round of Beam = 14.00
T $\left(\frac{L-S}{L}\right)$ =		Difference .34
Depth for Freeboard (D) = 37.39	If restricted by superstructures	Restricted to $\frac{34}{4}$
		Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_1}{L}\right)$ = -.09"

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..					
" overhang... ..					
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed... ..					
" overhang aft ... ..					
" overhang forward					
F'cle enclosed ... ..					
" overhang ... ..					
Trunk aft ... ..					
forward ... ..					
Tonnage opening aft ...					
" " forward					
Total ... ..					

Standard Height of Superstructure.....  
 " " R.Q.D.....

### Deduction for complete superstructure

Percentage covered  $\frac{S}{L} =$   
 " "  $\frac{S_1}{L} =$   
 " "  $\frac{E}{L} =$

} Nil

Percentage form Table, Line A.  
(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 = Nil

**SHEER CORRECTION.**

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	51.73	1	51.73	55.00	55.00	1	55.00
%L from A.P. ...	23.02	4	92.08	23.25	23.25	4	93.00
%L " ...	5.64	2	11.38	6.50	6.50	2	13.00
Amidships ...	—	4	—	—	—	4	—
%L from F.P. ...	11.38	2	22.76	11.63	11.63	2	23.26
%L " ...	46.04	4	164.16	46.75	46.75	4	187.00
F.P. ...	103.47	1	103.47	105.00	105.00	1	105.00
Total ...			465.58				476.26

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} =$$
$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} =$$
$$\frac{\text{Length of enclosed superstructure}}{L} \text{ forward of amidships} =$$

aft of =

aft of =

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{10.68}{18} \times .75 = -.45$$

If limited on account of midship superstructure. No. *Flush deck*

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

<p><b>Deduction for Tropical Freeboard.</b></p> <p><b>Addition for Winter and Winter North Atlantic Freeboard.</b></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><b>Deduction for Tropical freeboard and addition for Winter freeboard = <math>\frac{d}{4}</math> inches = 6.9 ÷ 7"</b></p> <p><b>Addition for Winter North Atlantic Freeboard (if required) = Not assigned</b></p>	<p><b>Deduction for Fresh Water.</b></p> <p>Displacement in salt water at summer load water line</p> <p>Δ =</p> <p>Tons per inch immersion at summer load water line</p> <p>T =</p> <p>Deduction = <math>\frac{\Delta}{40T}</math> inches = <math>7\frac{1}{4}</math>" as previously assigned.</p>	<p><b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)</p> <p>Correction for coefficient. <math>\frac{771 + .68}{1.36} = 1.451 / 1.36</math></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th style="text-align: center;">+</th> <th style="text-align: center;">-</th> </tr> <tr> <td>Depth Correction ... ..</td> <td style="text-align: center;">28.71</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Deduction for superstructures ... ..</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Sheer correction ... ..</td> <td style="text-align: center;">-</td> <td style="text-align: center;">.45</td> </tr> <tr> <td>Round of Beam correction ... ..</td> <td style="text-align: center;">-</td> <td style="text-align: center;">.39</td> </tr> <tr> <td>Correction for Thickness of Deck amidships ... ..</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Other corrections, scantlings, etc. ... ..</td> <td style="text-align: center;">.55</td> <td style="text-align: center;">-</td> </tr> <tr> <td><b>Total</b></td> <td style="text-align: center;"><b>29.26</b></td> <td style="text-align: center;"><b>.84</b></td> </tr> </table> <p style="text-align: right;"><b>Summer Freeboard = 117.50</b></p>		+	-	Depth Correction ... ..	28.71	-	Deduction for superstructures ... ..	-	-	Sheer correction ... ..	-	.45	Round of Beam correction ... ..	-	.39	Correction for Thickness of Deck amidships ... ..	-	-	Other corrections, scantlings, etc. ... ..	.55	-	<b>Total</b>	<b>29.26</b>	<b>.84</b>
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SUMMER FREEBOARD amidships from Centre of Disc to		top of Deck Line, <del>Wood</del> Steel, Deck:—			
Tropical Fresh Water Line above Centre of Disc	1'-2 1/4"	362 mm	Tropical Fresh Water Freeboard	...	8'-9 1/2"
Fresh Water Line	"	184 mm	Fresh Water	"	8'-7 1/4"
Tropical Line	"	178 mm	Tropical	"	9'-2 1/4"
Winter Line	below	178 mm	Winter	"	9'-2 1/2"
Winter North Atlantic Line	"	—	Winter North Atlantic	"	10'-4 1/2"