

Preliminary.

35290

Index. No. ~~35286~~  
(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

**"GRUZIA"**  
**MJM.8446**

Ship's Name <b>S.H.W.R. No 1572</b>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <b>485.0</b> Breadth <b>67.0</b> Depth <b>36.25</b>	Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>18250</b> tons				Date of Survey <b>19/5/37</b>
Coefficient of fineness for use with Tables <b>.638</b> ( <b>.68 lower in latter</b> )	Surveyor's Signature				Particulars of Classification <b>+100M with 1/2 (Contemplated)</b>

<b>Depth for Freeboard (D).</b> Moulded depth ... <b>36.25</b> Stringer plate ... <b>.04</b> Sheathing on exposed deck <b>2 1/2"</b> $T \left( \frac{L-S}{L} \right) = 21 \times 2186$ <b>.05</b> Depth for Freeboard (D) = <b>36.34</b>	<b>Depth correction.</b> (a) Where D is greater than Table depth (D-Table depth) R = <b>(36.34-32.33)3 = +12.03</b> (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>4.01</b> If restricted by superstructures <input checked="" type="checkbox"/>	<b>Round of Beam correction.</b> Moulded Breadth (B) <b>67.00</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>16.08</b> Ship's Round of Beam = <b>6.00</b> Difference <b>10.08</b> Restricted to Correction = $\frac{\text{Diff}^*}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{10.08}{4} \times \frac{3034}{4} =$ <b>+7.76</b>
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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 ...						Standard Height of Superstructure <b>7.50</b>
.. overhang ...						.. " R.Q.D. <input checked="" type="checkbox"/>
R.Q.D. enclosed ...						Deduction for complete superstructure <b>42</b>
.. overhang ...						Percentage covered $\frac{S}{L} =$ <b>78.14</b>
Bridge enclosed ...	<b>281.87</b>	<b>253.68</b>	<b>8.0</b>	<b>-</b>	<b>253.68</b>	.. " $\frac{S_1}{L} =$ <b>69.66</b>
.. overhang aft ...	<b>16.00</b>	<b>12.00</b>	<b>"</b>	<b>-</b>	<b>12.00</b>	.. " $\frac{E}{L} =$ <b>69.66</b>
.. overhang forward	<b>17.88</b>	<b>8.94</b>	<b>"</b>	<b>-</b>	<b>8.94</b>	Percentage from Table, Line A. <input checked="" type="checkbox"/>
F'cle enclosed ...	<b>63.25</b>	<b>63.25</b>	<b>"</b>	<b>-</b>	<b>63.25</b>	(corrected for absence of forecastle (if required)) <input checked="" type="checkbox"/>
.. overhang ...						Percentage from Table, Line B. <b>62.42</b>
Trunk aft ...						(corrected for absence of forecastle (if required))
.. forward ...						Interpolation for bridge less than 2L (if required) <input checked="" type="checkbox"/>
Tonnage opening aft ...						Deduction = <b>42 \times .6242 = -26.22</b>
.. forward						
Total ...	<b>379.00</b>	<b>337.87</b>			<b>337.87</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<b>58.50</b>	<b>1</b>	<b>58.50</b>	<b>28.00</b>	<b>28.00</b>	<b>1</b>	<b>28.00</b>			Mean actual sheer aft = <b>Deficient</b>
1/4 L from A.P. ...	<b>26.03</b>	<b>4</b>	<b>104.12</b>	<b>7.00</b>	<b>7.00</b>	<b>4</b>	<b>28.00</b>			Mean actual sheer forward = <b>Deficient</b>
3/4 L " ...	<b>6.44</b>	<b>2</b>	<b>12.88</b>	<b>-1.25</b>	<b>-1.25</b>	<b>2</b>	<b>-2.50</b>			Mean standard sheer forward
Amidships ...	<b>-</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>			Length of enclosed superstructure forward of amidships = <b>1</b>
3/4 L from F.P. ...	<b>12.87</b>	<b>2</b>	<b>25.74</b>	<b>15.50</b>	<b>15.50</b>	<b>2</b>	<b>31.00</b>			.. " aft of .. = <b>8</b>
1/4 L " ...	<b>52.06</b>	<b>4</b>	<b>208.24</b>	<b>46.25</b>	<b>46.25</b>	<b>4</b>	<b>185.00</b>			<b>Deficient</b>
F.P. ...	<b>117.00</b>	<b>1</b>	<b>117.00</b>	<b>94.00</b>	<b>94.00</b>	<b>1</b>	<b>94.00</b>			
Total ...			<b>526.48</b>				<b>363.50</b>			

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{162.98}{18} \left( .75 - \frac{39.02}{2 \times 485} \right) =$  **+3.25**  
 If limited on account of midship superstructure. **3593** If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>36.29</b> Summer freeboard = <b>9.71</b> Moulded draught (d) = <b>26.58</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.64 = 6 3/4</b> Addition for Winter North Atlantic Freeboard (if required) =	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40T}$ inches =	<b>TABULAR FREEBOARD</b> <del>corrected for Flush Deck (if required)</del> Correction for coefficient <input checked="" type="checkbox"/> <table border="1"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction ...</td> <td><b>12.03</b></td> <td><b>-</b></td> </tr> <tr> <td>Deduction for superstructures ...</td> <td><b>-</b></td> <td><b>26.22</b></td> </tr> <tr> <td>Sheer correction ...</td> <td><b>3.25</b></td> <td><b>-</b></td> </tr> <tr> <td>Round of Beam correction ...</td> <td><b>.76</b></td> <td><b>-</b></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td><b>-</b></td> <td><b>.60</b></td> </tr> <tr> <td>Other corrections, scantlings, etc. TO CORRESPOND ...</td> <td><b>29.48</b></td> <td><b>-</b></td> </tr> <tr> <td><b>To AN APPROVED SUMMER MOULDED DRAUGHT OF 26.58 FEET.</b></td> <td><b>45.52</b></td> <td><b>26.82</b></td> </tr> </tbody> </table> Summer Freeboard = <b>116.50</b>		+	-	Depth Correction ...	<b>12.03</b>	<b>-</b>	Deduction for superstructures ...	<b>-</b>	<b>26.22</b>	Sheer correction ...	<b>3.25</b>	<b>-</b>	Round of Beam correction ...	<b>.76</b>	<b>-</b>	Correction for Thickness of Deck amidships ...	<b>-</b>	<b>.60</b>	Other corrections, scantlings, etc. TO CORRESPOND ...	<b>29.48</b>	<b>-</b>	<b>To AN APPROVED SUMMER MOULDED DRAUGHT OF 26.58 FEET.</b>	<b>45.52</b>	<b>26.82</b>
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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 " " ... <b>6 3/4</b>	Tropical " " ... <b>9 13/4</b>
Winter Line below " " ... <b>6 3/4</b>	Winter " " ... <b>10 3/4</b>
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.

Bridge equivalent forward bulkhead.

$$\begin{array}{r} 32.25 \times 30.5 \\ \hline 55.0 \end{array} = 17.88$$
$$\begin{array}{r} 299.75 \\ \hline 281.87 \end{array}$$

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

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

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

Owners \_\_\_\_\_

Fee £ \_\_\_\_\_

