

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

Ship's Name M/T "JULIAN"	Official Number -	Nationality and Port of Registry Norwegian. Bergen.	Gross Tonnage abt. 850	Date of Build 1943	Port of Survey Malmö
Moulded Dimensions: Length 465.75' Breadth 62.0' Depth 34.50'					Date of Survey Whilst building.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 18830 tons					Surveyor's Signature A. Lundén
Coefficient of fineness for use with Tables					Particulars of Classification + 100 A1 Carrying Petroleum in bulk. (Contingent on test.)

Depth for Freeboard (D). Moulded depth 34.50' Stringer plate 0.76" = 0.063' Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 34.563'	Depth correction. (a) Where D is greater than Table depth (D—Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth—D) R = If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) 62.0' Standard Round of Beam = $\frac{B \times 12}{50} = 14.80"$ Ship's Round of Beam = 14.97" Difference Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$
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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 ...	97.11		7.75		
» overhang ...					
R.Q.D. enclosed ...					
» overhang ...					
Bridge enclosed ...	38.38		7.75		
» overhang aft ...					
» overhang forward ...					
F'cle enclosed ...	56.79		7.5		
» overhang ...					
Trunk aft ...					
» forward ...					
Tonnage opening aft ...					
» » forward ...					
Total ...	192.28'				

Standard Height of Superstructure	R.Q.D.
Deduction for complete superstructure	
Percentage covered $\frac{S}{L} =$	
» $\frac{S_1}{L} =$	
» $\frac{E}{L} =$	
Percentage from 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 =	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...		1			41.74"		1		
1/6 L from A.P. ...		4			3.02"		4		
2/6 L » ...		2			0.		2		
Amidships ...		4			0		4		
2/6 L from F.P. ...		2			0.08"		2		
1/6 L » ...		4			25.88"		4		
F.P. ...		1			100.25"		1		
Total ...									

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

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Ft. Depth to Freeboard Deck = Summer freeboard = Moulded draught (d) = Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	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 = In over!	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient Depth Correction ... Deduction for superstructures ... Sheer correction ... Round of Beam correction ... Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... Summer Freeboard =
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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	»	Tropical	»
Winter Line	below	Winter	»
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.

Displacement in salt water and tons per inch immersion:-

Moulded draught.		Displacement.	Tons per inch.
75%	25.875'	16365 tons.	60.87
80%	27.60'	17630 "	61.12
85%	29.325'	18900 "	61.37

Trade of ship ✓

Names of sister ships

M/T "Beauvregard", Hockemus Yard No. 222.

Builder's name and yard number

Hockemus Mek. Verkefsads A. B., Yard No. 224.

Owners

Thimms Reksstr, Bergen.

Fee £



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