

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

19 OCT 1954

Ship's Name "ISE MARU"	Official Number 71776	Nationality and Port of Registry Japanese Tokyo	Gross Tonnage 13,221	Date of Build 1954	Port of Survey KOBE
Moulded Dimensions: Length 167.000 Breadth 22.300 Depth 12.300 (metres) to centre of rudder stock					Date of Survey Whilst building
Moulded displacement at moulded draught = 85 per cent. of moulded depth 30,700 metric tons					Surveyor's Signature J. S. Paisley
Coefficient of fineness for use with Tables _____					Particulars of Classification *100 A1 Carrying Petroleum in bulk.

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 12.300	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) 22.300
Stringer plate 0.26	(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 = 0.100
Depth for Freeboard (D) = _____		Difference
		Restricted to
		Correction = $\frac{\text{Diff}^c}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height metres	Height Correction	Effective Length (E)	
Poop enclosed			2.45			Standard Height of Superstructure _____
„ overhang						„ „ R.Q.D. _____
R.Q.D. enclosed						Deduction for complete superstructure _____
„ overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed			2.35			„ „ $\frac{S_1}{L} =$
„ overhang aft						„ „ $\frac{E}{L} =$
„ overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed			2.31			Percentage from Table, Line B. (corrected for absence of forecastle (if required))
„ overhang						Interpolation for bridge less than .2L (if required)
Trunk aft						Deduction =
„ forward						
Tonnage opening aft						
„ „ forward						
Total						

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate metres	Effective Ordinate	S M	Product
A.P.		1		1.000		1	
$\frac{1}{8}L$ from A.P.		4		0.285		4	
$\frac{2}{8}L$ „		2		0.003		2	
Amidships		4		0		4	
$\frac{3}{8}L$ from F.P.		2		0.013		2	
$\frac{4}{8}L$ „		4		0.496		4	
F.P.		1		2.000		1	
Total							

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 „ = _____

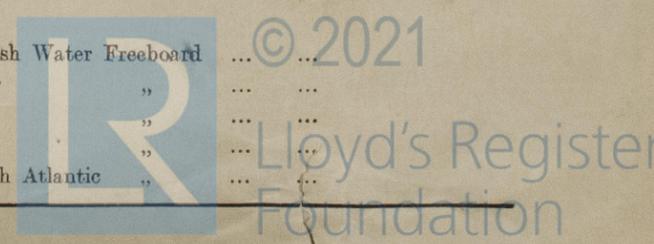
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ _____
If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft.

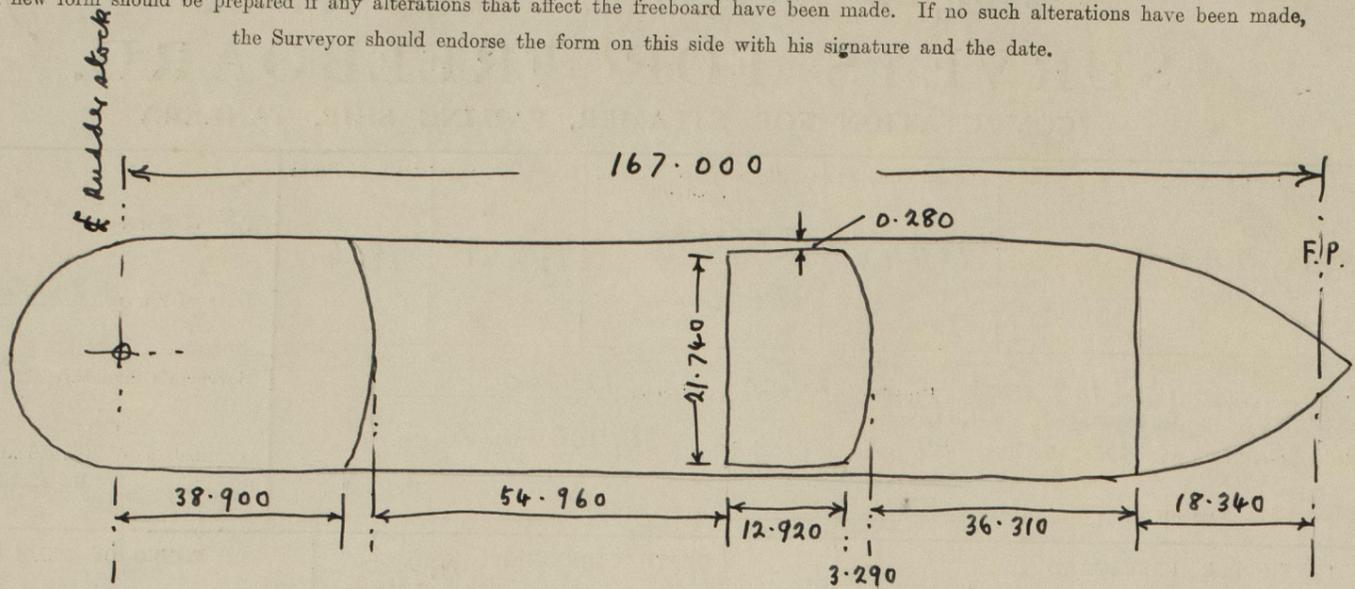
<p>Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = _____ Ft.</p> <p>Summer freeboard = _____</p> <p>Moulded draught (d) = _____</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = _____</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 $\Delta = 27689$ kilo tons</p> <p>Tons per inch immersion at summer load water line $T = 32.40$ kilo tons</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches = _____</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:50%;"></td> <td style="width:50%; text-align: center;">+</td> <td style="width:50%; text-align: center;">-</td> </tr> <tr> <td>Depth Correction</td> <td></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td></td> </tr> <tr> <td>Sheer correction</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td></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 colspan="3" style="text-align: right;">Summer Freeboard = _____</td> </tr> </table>		+	-	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.



Poop front bulkhead :- Hinged steel W.T. doors (Class 1)

Bridge Aft Bulkhead :- Storm boards in welded channels (Class 2)

Bridge Fwd Bulkhead :- Hinged steel W.T. doors (Class 1)

Forecastle front bulkhead :- Storm boards in welded channels (Class 2)

Trade of ship International ; Tanker.

Names of sister ships -

Builder's name and yard number Harima S.B. & Eng. Co. ; Yard No. 481

Owners Ierukuni Kaiun Co. Ltd.

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Foundation