

DISCLOSED SECTION

CLYDE'S REGISTER OF SHIPPING.

SURVEYS FOR FREEBOARD.

Index. No.

(For London Office only.)

No 336

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having Poop, Bridge & Forecastle

(Type of Superstructures.)

Ship's Name KOSTRENA Nationality and Port of Registry RADFIELD Official Number Gross Tonnage Date of Build

Moulded Dimensions: Length 312.5 Breadth 43.82 Depth 23.25

Moulded displacement at moulded draught = 85 per cent. of moulded depth

Coefficient of fineness for use with Tables .809

Port of Survey

Date of Survey

Name of Surveyor

Particulars of Classification

Depth for Freeboard (D)

Moulded depth ... 23.25

Stringer plate04

Sheathing on exposed deck

$T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 23.29

Depth correction

(a) Where D is greater than Table depth (D—Table depth) R = + 5.91

(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)

Standard Round of Beam = $\frac{B \times 12}{50} =$

Ship's Round of Beam =

Difference

Restricted to

Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$ NIL

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...						
„ overhang ...						
R.Q.D. enclosed ...						
„ overhang ...						
Bridge enclosed ...						
„ overhang aft ...						
„ overhang forward ...						
Forecastle enclosed ...						
„ overhang ...						
Trunk aft ...						
„ forward ...						
Tonnage opening aft ...						
„ forward ...						
Total ...						

Standard Height of Superstructure

„ „ R.Q.D.

Deduction for complete superstructure 36.16

Percentage covered $\frac{S}{L} =$

„ $\frac{S_1}{L} =$

„ $\frac{E}{L} =$ 50.28

Percentage from Table, Line A.
(corrected for absence of forecastle (if required))

Percentage from Table, Line B. TIMBER 69.42

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = - 25.10

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...		1					1		
$\frac{1}{2}L$ from A.P. ...		4					4		
$\frac{2}{3}L$ „ ...		2					2		
Amidships ...		4					4		
$\frac{2}{3}L$ from F.P. ...		2					2		
$\frac{1}{2}L$ „ ...		4					4		
F.P. ...		1					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 „ =

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

If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 23.29

Summer freeboard = 2.56

Moulded draught (d) = 20.73

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.18

Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{3}$ = 6.91

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 = $\frac{\Delta}{40T}$ inches = 5.18

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... 5.91

Deduction for superstructures ... 25.10

Sheer correction91

Round of Beam correction ...

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc. ...

Summer Freeboard = 30.77

TIMBER SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

TIMBER	Tropical Fresh Water Line above Centre of Disc	<u>22</u>	<u>559</u>	Tropical Fresh Water Freeboard ...	<u>1.8</u>	<u>514</u>
„	Fresh Water Line	<u>16.34</u>	<u>425</u>	Fresh Water	<u>2.1</u>	<u>648</u>
„	Tropical Line	<u>16.34</u>	<u>425</u>	Tropical	<u>2.1</u>	<u>648</u>
„	Winter Line	<u>4.2</u>	<u>114</u>	Winter	<u>3.1</u>	<u>959</u>
„	Winter North Atlantic Line	<u>7.12</u>	<u>190</u>	Winter North Atlantic	<u>4.1</u>	<u>1263</u>
5m, 3.92.	SUMMER ABOVE	<u>11.2</u>	<u>292</u>			

15 MAR 1933