

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

Ship's Name <i>Radfield</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
Moulded Dimensions: Length <i>312.5'</i> Breadth <i>43.82'</i> Depth <i>23.25'</i> Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>6255</i> tons Coefficient of fineness for use with Tables <i>.809</i>				
Port of Survey Date of Survey <i>11 Nov 46.</i> Surveyor's Signature Particulars of Classification <i>+100TT</i>				

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$
Stringer plate	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam =
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		Difference
Depth for Freeboard (D) = <u>23.29</u>	If restricted by superstructures	Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Roop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
" enclosed					
" overhang					
" aft					
" forward					
" opening aft					
" forward					
" Total					

Standard Height of Superstructure

R.Q.D.

Deduction for complete superstructure **36.16**

Percentage covered $\frac{S}{L} =$ **51.17**

$\frac{S_1}{L} =$

$\frac{E}{L} =$

Percentage from Table, Line A. **Timber 69.98** ✓
(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 = **36.16 x .6998 = -25.30** ✓

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
...		1				1	
om A.P. ...		4				4	
” ...		2				2	
ships ...		4				4	
om F.P. ...		2				2	
” ...		4				4	
... ...		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 =
L

” ” aft of ” =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = - .97 \checkmark$

If limited on account of midship superstructure.

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

Correction for Tropical Freeboard.

Correction for Winter and Winter North Atlantic Freeboard.

Ft.

Depth to Freeboard Deck = 28.29

Summer freeboard = 2.54

Moulded draught (d) = 20.75

Correction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.19 = 5 1/4

Correction for Winter North Atlantic Freeboard (if required) = $\frac{d}{3}$ = 6.92 = 7

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ =

Tons per inch immersion at summer load water line

T =

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

=

$d/2 = 5 1/2$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	5.91	- .30
Deduction for superstructures	-	25.04
Sheer correction	- .97	- .97
Round of Beam correction	-	-
Correction for Thickness of Deck amidships ...	-	-
Other corrections, scantlings, etc.	5.91	26.27
	6.88	25.20

Summer Freeboard = 30.57

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-	
Tropical Fresh Water Line above Centre of Disc	22 1/4"
Fresh Water Line	17"
Tropical Line	17"
Winter Line	17 1/4"
Winter North Atlantic Line	5 1/2"

5m T 11/41. M°C.