

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

## SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

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Ship's Name <b>"OHRID"</b>	Official Number	Nationality and Port of Registry <b>Yugoslav</b>	Gross Tonnage <b>abt 300</b>	Date of Build <b>1954/55</b>	Port of Survey <b>SPLIT</b>
Moulded Dimensions: Length <b>34.520 met</b> Breadth <b>7.000 met</b> Depth <b>3.354 met</b> Freeboard Length <b>(Centre rudder stock) 34.520 met.</b>					Date of Survey <b>12th November, 1954</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <b>354 Metric tons</b> <b>348.5 ENGLISH "</b>					Surveyor's Signature <i>Amajan</i>
Coefficient of fineness for use with Tables <b>.68 (ACTUAL .502)</b>					Particulars of Classification <b>+100A1</b>
					For service in the Adriatic contemplated

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <b>3354 mm</b> ... <b>11.00</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>3.17</b>	Moulded Breadth (B) <b>7000 mm</b> <b>22.96</b>
Stringer plate <b>6 mm</b> ... <b>.02</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50}$ = <b>5.51</b>
Wood Sheathing on exposed deck <b>65 mm</b>		Ship's Round of Beam <b>140 mm</b> = <b>5.51</b>
$T \left( \frac{L-S}{L} \right) = 22 \times .7506 = 17$	If restricted by superstructures	Difference <b>NIL</b>
Depth for Freeboard (D) = <b>11.19</b>		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \text{NIL}$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Fore enclosed	<b>2825</b>	<b>2825</b>		<b>3.18 + .05</b>	
<b>Raised Foredeck</b>	<b>8610</b>		<b>1089/970</b>	<b>7</b>	<b>15.21</b>
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	<b>2825</b>	<b>2825</b>			<b>15.21</b>

Standard Height of Superstructure **6.00'**  
 " " R.Q.D. **✓**  
 Deduction for complete superstructure **17.33"**  
 Percentage covered  $\frac{S}{L} = \frac{2825}{11190} = 24.94\%$   
 " "  $\frac{S_1}{L} = \frac{2825}{11190} = 24.94\%$   
 " "  $\frac{E}{L} = \frac{15.21}{111.9} = 13.43\%$   
 Percentage from Table, Line A. **6.72**  
 (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 = **17.33 × .0672 = 1.16"**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>21.33</b>	1		<b>21.33</b>	<b>+240</b>	<b>9.45</b>	1		<b>9.45</b>
$\frac{1}{2}$ L from A.P. ...	<b>9.49</b>	4		<b>37.96</b>	<b>+16</b>	<b>.63</b>	4		<b>2.52</b>
$\frac{3}{4}$ L " ...	<b>2.35</b>	2		<b>4.70</b>	<b>-53</b>	<b>-2.09</b>	2		<b>-4.18</b>
Amidships ...	<b>0</b>	4		<b>0</b>	<b>0</b>	<b>0</b>	4		<b>0</b>
$\frac{3}{4}$ L from F.P. ...	<b>4.69</b>	2		<b>9.38</b>	<b>+146</b>	<b>4.69</b>	2		<b>9.38</b>
$\frac{1}{2}$ L " ...	<b>18.98</b>	4		<b>75.92</b>	<b>+630</b>	<b>18.98</b>	4		<b>75.92</b>
F.P. ...	<b>42.65</b>	1		<b>42.65</b>	<b>+1351</b>	<b>42.65</b>	1		<b>42.65</b>
Total ...				<b>191.94</b>					<b>135.74</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{56.20}{18} \left( \frac{.75 - .1247}{1} \right) = +1.95"$   
 If limited on account of midship superstructure. **6.25"** 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 = **11.24**  
 Summer freeboard = **3.69**  
 Moulded draught (d) = **7.55**  
 Keel allowance =  
 Extreme draught =  
 Deduction for Tropical freeboard and addition for =

Winter freeboard =  $\frac{d}{4}$  inches = **1.89 = 2"**

Addition for Winter North Atlantic Freeboard (if required) = **NOT ASSIGNED**

## Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = 271$   
 Tons per inch immersion at summer load water line  
 $T = 4.41$   
 Deduction =  $\frac{\Delta}{40 T}$  inches  
 = **1.54**  
**1 1/2"**

## TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient **NIL**

	+	-	
Depth Correction	<b>3.17</b>		
Deduction for superstructures		<b>1.16</b>	
Sheer correction	<b>1.95</b>		
Round of Beam correction			
Correction for Thickness of Deck amidships	<b>.60</b>		
Other corrections, scantlings, etc.	<b>28.36</b>		
Summer Freeboard =	<b>44.25</b>		

## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	<b>NOT ASSIGNED</b>	Tropical Fresh Water Freeboard	<b>NOT ASSIGNED</b>
Fresh Water Line	<b>1 1/2" 38"</b>	Fresh Water	<b>3' - 6 3/4" 1086"</b>
Tropical Line	<b>NOT ASSIGNED</b>	Tropical	<b>NOT ASSIGNED</b>
Winter Line below	<b>2" 51"</b>	Winter	<b>3' - 10 1/4" 1175"</b>
Winter North Atlantic Line	<b>NOT ASSIGNED</b>	Winter North Atlantic	<b>NOT ASSIGNED</b>

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.

Trade of ship Adriatic

Names of sister ships "KARLOVAC", "VALJEVO"

Builder's name and yard number Brodogradilište "Split" - Split

Owners State Enterprise JADRANSKA LINIJSKA PLOVIDBA (Adriatic Line)

Fee £ : :

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)

*Plan* No. 12728<sup>I</sup> Particulars for Freeboard Computation



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