

LLOYD'S REGISTER OF SHIPPING
UNITED WITH THE BRITISH CORPORATION REGISTER
SURVEYS FOR FREEBOARD
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
Index No.
Govt. Copy
Owners C11.....

Ship's Name <i>Stocznia Gdanska</i> <i>351/10.11.</i> <i>(660 DW MOTORSHIP)</i>	Official Number	Nationality and Port of Registry <i>POLISH.</i>	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>55.00 m</i> Breadth <i>9.60 m</i> Depth <i>to main deck - 3.450 m</i>					Date of Survey <i>13.12.57.</i>
Freeboard Length <i>55.00 m</i>					Surveyor's Signature
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>0.85 3.45 = 2.933 m</i> tons					Particulars of Classification <i>+100 A1</i> <i>complementary</i>
Coefficient of fineness for use with Tables <i>.68 (597)</i>					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... <i>3.450 m</i> ... <i>3450</i>	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) <i>9.60</i>
Stringer plate ... <i>0.007 m</i> ... <i>7</i>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 25}{50} =$ <i>19 mm</i>
Wood Sheathing on exposed deck	<i>8.33 (3.667 - 3.457) 13.89 = -24</i>	Ship's Round of Beam = <i>0</i>
$T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Difference
Depth for Freeboard (D) = <i>3457</i>		Restricted to
		Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{19}{4} \times 0.049 =$ <i>Neg.</i>

DEDUCTION FOR SUPERSTRUCTURES.					Standard Height of Superstructure <i>1.83 m</i>
	Mean Covered Length (S) [m]	Equivalent Enclosed Length (S ₁)	Height [m]	Height Correction	Effective Length (E)
Poop enclosed ...	<i>15.300</i>	<i>15.300</i>	<i>2.340</i>		<i>15.300</i>
" overhang ...	<i>0.300</i>	<i>15.0</i>	<i>2.340</i>		<i>15.0</i>
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
Fore enclosed ...	<i>37.900</i>	<i>37.900</i>	<i>2.350</i>		<i>37.900</i>
" overhang ...	<i>0.300</i>	<i>225</i>	<i>2.340</i>		<i>225</i>
Trunk aft ...					
" forward ...		<i>1425</i>			
Tonnage opening aft ...	<i>1.200</i>	<i>606</i>			<i>606</i>
" forward ...					
Total ...	<i>59.000</i>	<i>54.181</i>			<i>54.181</i>

Percentage covered $\frac{S}{L} =$ <i>100</i>	
" $\frac{S_1}{L} =$	
" $\frac{E}{L} =$ <i>98.51</i>	
Percentage from Table, Line A. <i>1.8</i> <i>98.16</i>	
(corrected for absence of fore-castle (if required))	
Percentage from Table, Line B.	
(corrected for absence of fore-castle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction = <i>611 x .9816 = -600</i>	

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P. ...	<i>712</i>	<i>1</i>	<i>712</i>	<i>520</i>	<i>1040</i>	<i>1</i>	<i>1040</i>
$\frac{1}{4}$ L from A.P. ...	<i>317</i>	<i>4</i>	<i>1268</i>	<i>208</i>	<i>463</i>	<i>4</i>	<i>1852</i>
$\frac{3}{4}$ L " ...	<i>78</i>	<i>2</i>	<i>156</i>	<i>84</i>	<i>114</i>	<i>2</i>	<i>228</i>
Amidships ...	<i>0</i>	<i>4</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>0</i>
$\frac{3}{4}$ L from F.P. ...	<i>157</i>	<i>2</i>	<i>314</i>	<i>156</i>	<i>215</i>	<i>2</i>	<i>430</i>
$\frac{1}{4}$ L " ...	<i>634</i>	<i>4</i>	<i>2536</i>	<i>626</i>	<i>869</i>	<i>4</i>	<i>3476</i>
F.P. ...	<i>1424</i>	<i>1</i>	<i>1424</i>	<i>1432</i>	<i>1952</i>	<i>1</i>	<i>1952</i>
Total ...			<i>6410</i>	<i>1520</i>			<i>8978</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2561}{18} \left(.75 - \frac{.50}{2.5} \right) = -36$

If limited on account of midship superstructure.

Mean actual sheer aft = *2350*
Mean standard sheer aft = *1830*
Mean actual sheer forward = *520*
Mean standard sheer forward = *520*

Length of enclosed superstructure forward of amidships = *655/10*
aft of " =

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.		Correction for coefficient
Depth to Freeboard Deck = <i>3.450</i>	Displacement in salt water at summer load water line	
Summer freeboard = <i>0.051</i>	$\Delta =$	Depth Correction ... <i>24</i>
Moulded draught (d) = <i>3.399</i>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <i>600</i>
Keel allowance = <i>3.402</i>	T =	Sheer correction ... <i>36</i>
Extreme draught =	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ...
Deduction for Tropical freeboard and addition for =		Correction for Thickness of Deck amidships ...
Winter freeboard = $\frac{d}{4}$ inches =		Other corrections, scantlings, etc. ...
Addition for Winter North Atlantic Freeboard (if required) =		Summer Freeboard = <i>1.57</i>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <i>Wood, Steel, Deck :-</i>			
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 " " ...	