As a Steamer.

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having _____

(Type of Superstructures.)

Port of Survey _____

Date of Survey _____

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
M.V CALDERGATE			138.	1926.

Name of Surveyor _____

Moulded Dimensions: Length 97.0   Breadth 17.125   Depth 8.54.

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

Coefficient of fineness for use with Tables .75 assumed.

Particulars of Classification   +100A 1

Depth for Freeboard (D)

Moulded depth ... ...

Stringer plate ... ...

Sheathing on exposed deck $T\left(\frac{L-S}{L}\right) =$

Depth for Freeboard (D) =   8.56.

Depth correction

(a) Where D is greater than Table depth (D — Table depth) R =   +1.56

(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 = $\frac{\text{Diff}^n}{4} \times \left(1 - \frac{S_1}{L}\right)$ =   — ·02.

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward					
F'cle enclosed ...					
„ overhang ...					
Trunk aft					
„ forward					
Tonnage opening aft ...					
„ „ forward					
Total					

Standard Height of Superstructure _____

„   „   R.Q.D. _____

Deduction for complete superstructure   15.7

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

„   „ $\frac{S_1}{L}$ =

„   „ $\frac{E}{L}$ =   47.28

Percentage from Table, Line A.   29.68.
(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 = $15.7 \times ·2968 = $ — 4.66.

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
from A.P. ...		4				4	
„ ...		2		—		2	
amidships ...		4				4	
from F.P. ...		2				2	
„ ...		4				4	
F.P.		1				1	
Total ...							

$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} =$

$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} =$

$\frac{\text{Length of enclosed superstructure}}{L}$ forward of amidships =

„   „   aft of   „   =

Correction = $\frac{\text{Difference between sums of products}}{18}\left(·75 - \frac{S}{2L}\right) =$ +·67

If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 8.56. Ft.

Summer freeboard = ·65

Moulded draught (d) = 7.91

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 1.98 = 2⁻

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\triangle$ =

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\triangle}{40\,T}$ inches =

TABULAR FREEBOARD corrected for Flush Deck (if required)   9.70   10.20

Correction for coefficient

	+	—
Depth Correction	1.56	—
Deduction for superstructures	—	4.66
Sheer correction	·67	—
Round of Beam correction...	—	·02
Correction for Thickness of Deck amidships ...	—	—
Other corrections, scantlings, etc.	—	—
	2.23	4.68 — 2.45

Summer Freeboard = 7.75

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

			Tropical Fresh Water Freeboard	7¾
Tropical Fresh Water Line above Centre of Disc				
Fresh Water Line	„ „	... ...	Fresh Water	„ „
Tropical Line	„ „	... ...	Tropical	„ „
Winter Line below	„ „	... ...	Winter	9¾
Winter North Atlantic Line „	„ „	... ...	Winter North Atlantic	„ „

Diff from 1906 { S = +4"   as a steamer }
{ W = +4½" }