

Amended Preliminary Trawler.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Caladmi 468 and 472</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
					Date of Survey <i>5.12.42</i>
Moulded Dimensions: Length <i>300.625'</i> Breadth <i>46.0'</i> Depth <i>23.25'</i>					Surveyor's Signature
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Particulars of Classification <i>+100A1 contemplated.</i>
Coefficient of fineness for use with Tables <i>724</i>					

DEPTH FOR FREEBOARD (D). Moulded depth ... <i>23.25'</i> Stringer plate ... <i>34</i> ... <i>.03</i> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>23.28</i>	DEPTH CORRECTION. (a) Where D is greater than Table depth (D—Table depth) R = <i>+7.49"</i> (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) <i>46</i> Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference Restricted to Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>+2.29</i>
--	--	--

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 ...					
F'cle enclosed ...					
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	<i>129.62</i>	<i>126.93</i>			<i>126.93</i>

Standard Height of Superstructure *6.51*
 „ „ R.Q.D. *35.37*
 Deduction for complete superstructure *35.37*
 Percentage covered $\frac{S}{L} =$ *43.12*
 „ „ $\frac{S_1}{L} =$ *42.22*
 „ „ $\frac{E}{L} =$ *42.22*
 Percentage from Table, Line A. —
 (corrected for absence of forecastle (if required)) —
 Percentage from Table, Line *B. Trawler* *64.38*
 (corrected for absence of forecastle (if required)) —
 Interpolation for bridge less than .2L (if required) —
 Deduction = *35.37* × *64.38* = *-22.27"*

SHEER CORRECTION.									
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...			1					1	
$\frac{1}{8}L$ from A.P. ...			4					4	
$\frac{2}{8}L$ „ ...			2					2	
Amidships ...			4					4	
$\frac{2}{8}L$ from F.P. ...			2					2	
$\frac{1}{8}L$ „ ...			4					4	
F.P. ...			1					1	
Total ...									

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ *+0.22"*
 If limited on account of midship superstructure.

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 „ =

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <i>23.28</i> <i>TIMBER</i> Summer freeboard = <i>2.50</i> Moulded draught (d) = <i>20.78</i> <i>TIMBER</i> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>5.19 = 5 1/4</i> <i>TIMBER</i> Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{3} =$ <i>6.92 = 7</i>	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 = $\frac{\Delta}{40 T}$ inches = <i>5"</i>	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient <i>724 + 68 = 1.404 / 1.36</i> <div style="display: flex; justify-content: space-between;"> <div> Depth Correction ... <i>7.49</i> Deduction for superstructures ... <i>22.77</i> Sheer correction ... <i>.02</i> Round of Beam correction ... <i>.29</i> Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... </div> <div style="border: 1px solid black; padding: 5px;"> <table style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%; text-align: center;">+</th> <th style="width: 50%; text-align: center;">-</th> </tr> <tr> <td style="text-align: center;"><i>7.49</i></td> <td style="text-align: center;"><i>22.77</i></td> </tr> <tr> <td style="text-align: center;"><i>.02</i></td> <td style="text-align: center;"><i>—</i></td> </tr> <tr> <td style="text-align: center;"><i>.29</i></td> <td style="text-align: center;"><i>—</i></td> </tr> <tr> <td style="text-align: center;"><i>—</i></td> <td style="text-align: center;"><i>—</i></td> </tr> <tr> <td style="text-align: center;"><i>7.80</i></td> <td style="text-align: center;"><i>22.77</i></td> </tr> <tr> <td style="text-align: center;"><i>—</i></td> <td style="text-align: center;"><i>—</i></td> </tr> <tr> <td style="text-align: center;"><i>7.80</i></td> <td style="text-align: center;"><i>22.77</i></td> </tr> </table> </div> </div>	+	-	<i>7.49</i>	<i>22.77</i>	<i>.02</i>	<i>—</i>	<i>.29</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>7.80</i>	<i>22.77</i>	<i>—</i>	<i>—</i>	<i>7.80</i>	<i>22.77</i>
+	-																	
<i>7.49</i>	<i>22.77</i>																	
<i>.02</i>	<i>—</i>																	
<i>.29</i>	<i>—</i>																	
<i>—</i>	<i>—</i>																	
<i>7.80</i>	<i>22.77</i>																	
<i>—</i>	<i>—</i>																	
<i>7.80</i>	<i>22.77</i>																	

SUMMER FREEBOARD amidships from Centre of Disc top of Deck Line, Wood Steel, Deck :—			
<i>TIMBER</i> Tropical Fresh Water Line above Centre of Disc	<i>2.2 3/4</i>	<i>TIMBER</i> Tropical Fresh Water Freeboard	<i>2' - 6"</i>
<i>TIMBER</i> Fresh Water Line	<i>1.7 1/2</i>	" Fresh Water	<i>2' - 1 1/4"</i>
<i>TIMBER</i> Tropical Line	<i>1.7 3/4</i>	" Tropical	<i>2' - 0 3/4"</i>
<i>TIMBER</i> Winter Line	<i>5 1/2</i>	" Winter	<i>3' - 1 1/4"</i>
<i>TIMBER</i> Winter North Atlantic Line	<i>7</i>	" Winter North Atlantic	<i>4' - 1 1/2"</i>
<i>TIMBER</i> SUMMER LINE above	<i>12 1/2</i>		