

PRELIMINARY TIMBER

Index No.
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name CALEDON S/B2E.20 Nº 4682472	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length 300.5 Breadth 46.0 Depth 23.0					Date of Survey 8-9-47
Moulded displacement at moulded draught = 85 per cent. of moulded depth tons					Surveyor's Signature 87
Coefficient of fineness for use with Tables 713					Particulars of Classification 100A1

DEPTH FOR FREEBOARD (D). Moulded depth 23.00 Stringer plate05 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 23.053	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = + 6.983" (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 = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = +.01"$
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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					

Standard Height of Superstructure **6.51'**
 „ „ R.Q.D. **35.37"**
 Deduction for complete superstructure **35.37"**
 Percentage covered $\frac{S}{L} = 42.10$
 „ „ $\frac{S_1}{L} = 41.23$
 „ „ $\frac{E}{L} =$
 Percentage from Table, Line A. **TIMBER 63.77**
 (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 = **35.37 × .6377 = - 22.56**

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	
$\frac{3}{8}L$ from F.P.		2				2	
$\frac{4}{8}L$ „		4				4	
F.P.		1				1	
Total							

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

„ „ aft of „ =

+ .01 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 = 23.03 TIMBER Summer freeboard = 2.402 Moulded draught (d) = 20.631 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.165 = 5 1/4" Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{3} = 6.987 = 7 1/4" $	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 = 5"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient Depth Correction 6.983 Deduction for superstructures 22.56 Sheer correction01 Round of Beam correction01 Correction for Thickness of Deck amidships24 Other corrections, scantlings, etc. 6.95 Summer Freeboard = 28.7897	43.52 44.58 9.848 6.1 15.80 28.7897
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TIMBER SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

TIMBER	Tropical Fresh Water Line above Centre of Disc	... 22 3/4"
"	Fresh Water Line " "	... 17 1/2"
"	Tropical Line " "	... 17 3/4"
"	Winter Line above below " "	... 5 1/2" 5 3/4"
"	Winter North Atlantic Line below " "	... 7

Tropical Fresh Water Freeboard	... 21 1/2"
Fresh Water " "	... 16 3/4"
Tropical " "	... 16 3/4"
Winter " "	... 11 3/4"
Winter North Atlantic " "	... 4 - 0 1/2"