$\mathscr{L}\mathscr{D}.\mathscr{H}\mathscr{S}.$

Rpt. C.11 (Comp.).

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
Nebsuis 556/7				

Port of Survey _____

Date of Survey 31.10.50

Surveyor's Signature _____

Particulars of Classification _____

Moulded Dimensions : Length 421.00 Breadth 59.05 Depth 36.09

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

Coefficient of fineness for use with Tables ____ .741

DEPTH FOR FREEBOARD (D).

Moulded depth 36.09

Stringer plate ... ... .08

Sheathing on exposed deck

$T\left(\dfrac{L-S}{L}\right) =$

Depth for Freeboard (D) = 36.17

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D—Table depth) R =   +24.30

(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 = $\dfrac{B \times 12}{50}$ =

Ship's Round of Beam =

Difference =

Restricted to

Correction = $\dfrac{\text{Diff}^e}{4} \times \left(1 - \dfrac{S_1}{L}\right)$ = NIL

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 _____

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

„ „ $\dfrac{S_1}{L}$ =

„ „ $\dfrac{E}{L}$ =

Percentage from Table, Line A.
(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 =   NIL

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1		S		1	
⅙L from A.P. ...		4		T		4	
⅔L „ ...		2		Q		2	
Amidships ...		4		N		4	
⅔L from F.P. ...		2		D		2	
⅙L „ ...		4		Q		4	
F.P.		1		D		1	
Total ...				D			

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

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

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

„ „ aft of „ =

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

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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)		78.11

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

Ft.

Depth to Freeboard Deck = 36.17

Summer freeboard = 8.83

Moulded draught (d) = 27.34

Deduction for Tropical freeboard and addition for

Winter freeboard = $\dfrac{d}{4}$ inches =

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
△ =

Tons per inch immersion at summer load water line
T =

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

Correction for coefficient $\dfrac{.741 + 6P}{1.36} = \dfrac{1.42'}{1.36}$ 81.61

	+	−
Depth Correction	24.30	—
Deduction for superstructures	—	—
Sheer correction	—	—
Round of Beam correction	—	—
Correction for Thickness of Deck amidships	—	—
Other corrections, scantlings, etc. ...	—	—
	24.30	—	+24.30

Summer Freeboard = 105.91

8'10"

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

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 „	

2m.9.49. T.