

Lloyd's Register of Shipping.

Index No. 37801
(For London Office only)

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name ORLAND S. S. "LISCOMB PARK" SAINT MALO	Official Number 175590	Nationality and Port of Registry Canadian <i>Norwegian</i> Montreal <i>Bergen</i>	Gross Tonnage 2877	Date of Build 1944	Port of Survey <u>Pictou, N. S.</u>
Moulded Dimensions: Length _____ Breadth _____ Depth _____					Date of Survey <u>During Construction</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature <i>Jos. H. Navin</i>
Coefficient of fineness for use with Tables _____					Particulars of Classification <u>+ 100 A1</u> (Contemplated)

Depth for Freeboard (D). Moulded depth Stringer plate Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = _____	Depth correction. (a) Where D is greater than Table depth (D—Table depth) R= <p style="text-align: center;">+ 10.72</p> (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 = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = + .02''$
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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 _____
 " " R.Q.D. _____
 Deduction for complete superstructure 36.03 ✓
 Percentage covered $\frac{S}{L} =$
 " " $\frac{S_1}{L} =$
 " " $\frac{E}{L} =$ 46.21% ✓
 Percentage from Table, Line A.
 (corrected for absence of forecastle (if required))
 Percentage from Table, ~~Line A~~ Timber 66.88
 (corrected for absence of forecastle (if required))
 Interpolation for bridge less than 2L (if required)
 Deduction = 36.03 x .6688 = 24.10 ✓

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
1/4L from A.P.		4				4	
1/2L "		2				2	
Amidships		4				4	
3/4L from F.P.		2				2	
1/4L "		4				4	
F.P.		1				1	
Total							

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 " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = + 6.26''$ ✓
 If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <u>25.19</u> Ft. Summer freeboard = <u>3.48</u> Moulded draught (d) = <u>21.71</u> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>5.42</u> = <u>5 1/2''</u> Addition for Winter North Atlantic Freeboard (if required) = $d/3 = 7.24 = 7 1/4''$ ✓	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 6920$ TONS Tons per inch immersion at summer load water line $T = 29.2$ TONS Deduction = $\frac{\Delta}{40T}$ inches = $\frac{6920}{40 \times 29.2} = 5.9''$ or <u>6''</u> ✓	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient. <u>48.75</u> <table border="1"> <tr><td></td><td>+</td><td>-</td></tr> <tr><td>Depth Correction</td><td>10.72</td><td></td></tr> <tr><td>Deduction for superstructures</td><td></td><td>24.10</td></tr> <tr><td>Sheer correction</td><td>6.26</td><td></td></tr> <tr><td>Round of Beam correction</td><td>.02</td><td></td></tr> <tr><td>Correction for Thickness of Deck amidships</td><td></td><td></td></tr> <tr><td>Other corrections, scantlings, etc.</td><td></td><td></td></tr> <tr><td></td><td><u>17.00</u></td><td><u>24.10</u></td></tr> <tr><td></td><td></td><td><u>- 7.10</u></td></tr> <tr><td></td><td></td><td><u>Summer Freeboard 41.65</u></td></tr> </table>		+	-	Depth Correction	10.72		Deduction for superstructures		24.10	Sheer correction	6.26		Round of Beam correction02		Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.				<u>17.00</u>	<u>24.10</u>			<u>- 7.10</u>			<u>Summer Freeboard 41.65</u>
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TIMBER SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck:— 3' 5 3/4'' ✓ 1060

Timber	Tropical Fresh Water Line above Centre of Disc	<u>23 1/2''</u> <u>23 3/4''</u> <u>504 1/2</u>	Tropical Fresh Water Freeboard ...	<u>2' .6 3/4''</u> <u>2' - 6 1/4''</u> <u>768</u>
"	Fresh Water Line " "	<u>18''</u> <u>18 1/4''</u> <u>464</u>	" ...	<u>3' .0''</u> <u>2' - 11 3/4''</u> <u>908</u>
"	Tropical Line " "	<u>17 3/4''</u> ✓ <u>452</u>	" ...	<u>3' .0 1/2''</u> <u>920</u>
"	Winter Line below above	<u>5''</u> ✓ <u>128</u>	" ...	<u>4' .1''</u> <u>1244</u>
"	Winter North Atlantic Line " below	<u>7 1/4''</u> ✓ <u>184</u>	" ...	<u>5' .1 1/4''</u> <u>1556</u>
"	SUMMER LINE ABOVE	<u>12 1/4''</u> ✓ <u>312</u>		

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

Trade of ship.....

Names of sister ships.....

Builder's name and yard number.....

Owners

Fee £.....

9450 TONS

20 8 TONS

9450
20 x 20 =
400 00



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Foundation