

PRELIMINARY

48568

Rpt. C.11 (Comp.)

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING
SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
Index No.
Govt. Copy
Owners C11

Ship's Name AGRI-VERKEN YARD No 54	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey LONDON
Moulded Dimensions: Length 36.800 Breadth 8.700 Depth 3.300 Freeboard Length 36.800 (96% of L = 36.768)					Date of Survey 15.12.59
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing)					Surveyor's Signature
Coefficient of fineness for use with Tables Assumed 1.68					Particulars of Classification +100A1 for Service in the Baltic, Gravel, Sand & E. River in the Sound (Car & Passenger Ferry)

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 3.300	(a) Where D is greater than Table depth (D-Table depth) R = 1.33(3.307-2.453) 9.29 = 66 mm	Moulded Breadth (B) 8.700
Stringer plate Assumed 7 mm	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 854	Standard Round of Beam = $\frac{B \times 12}{50} =$
Wood Sheathing on exposed deck	If restricted by superstructures	Ship's Round of Beam Assumed
$T \left(\frac{L-S}{L} \right) =$		Difference Standard
Depth for Freeboard (D) = 3.307		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poep enclosed					
... overhang					
R.Q.D. enclosed					
... overhang					
Bridge enclosed					
... overhang aft					
OPEN: ... overhang forward					
Fore enclosed	7.600	3.800	2.200		3.800
... overhang					
Trunk aft					
... forward					
Tonnage opening aft					
... forward					
Total	7.600	3.800			3.800

Standard Height of Superstructure	1.830 mm
... R.Q.D.	459.4 mm
Deduction for complete superstructure	
Percentage covered $\frac{S}{L} =$	20.65%
... $\frac{S_1}{L} =$	10.33%
Percentage from Table, Line A.	5.17%
(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 =	459.4 x 0.0517 = 24 mm

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	561	1		561	0	0	1		0
$\frac{1}{4}L$ from A.P.	249	4		996	0	0	4		0
$\frac{2}{5}L$	62	2		124	0	0	2		0
Amidships	0	4		0	0	0	4		0
$\frac{2}{5}L$ from F.P.	125	2		250	0	0	2		0
$\frac{3}{4}L$	498	4		1992	0	0	4		0
F.P.	1121	1		1121	200	200	1		200
Total				5.044					200

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{S}{2L} - \frac{S_1}{2L} \right) = \frac{4.844}{18} (0.75 - 0.1033) = +147 \text{ mm}$

If limited on account of midship superstructure.

Mean actual sheer aft = **DEFICIENT**

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **Nil**

... aft of ... =

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **3.307**
Summer freeboard = **1.007**
Moulded draught (d) = **2.300**
Keel allowance =
Extreme draught =
Deduction for Tropical freeboard and addition for = **48 mm**
Winter freeboard = $\frac{d}{4}$ inches = **8**

Addition for Winter North Atlantic Freeboard (if required) =

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 =

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient **Nil**

Depth Correction **66**
Deduction for superstructures **24**
Sheer correction **147**
Round of Beam correction **147**
Correction for Thickness of Deck amidships **10 CORRESPOND 512**
Other corrections, scantlings, etc. **725**
To A. SUMMER MLD DRAUGHT OF 2.300 M. **24**
Summer Freeboard = **1.007 mm**

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~from~~ 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	...