As a "Special Type"

2/3 difference between tanker + freighter draughts allowed on account of steel hatches, gangway 50% open, sidewarks etc.

JAN 7 1938

WRECK SECTION No 26038

524

Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD – STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

New York Office Index No. .....

Port of Survey .....

Date of Survey .....

Name of Surveyor .....

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.

er in Register Book.....

..... Builder..... Hull No.....

Moulded dimensions × × (85% =)

Moulded displacement at a moulded draught of 85 per cent. of moulded depth .....

Coefficient of fineness for use with tables.....

OR FREEBOARD.

... ...

... ... } =

Depth **D** = ...

CORRECTION FOR DEPTH.

(*a*) When **D** is greater than $\frac{L}{15}$

$\left(D - \frac{L}{15}\right) \times R$ = ...

(*b*) When **D** is less than $\frac{L}{15}$ (if allowed)

$\left(\frac{L}{15} - D\right) \times R$ = ...

If restricted by height of superstructures ... ...

CAMBER

Standard $\frac{\times 12}{50}$ = ...

Ship ... ...

Difference ... ...

Restricted to ... ...

Allowance = $\frac{\text{Difference}}{4} \times \left(1 - \frac{S_1}{L}\right)$ =

SUPERSTRUCTURES.

Mean Covered Length S.	Effective Length S_1. (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.

osed ... ...

hang ... ...

osed ... ...

hang ... ...

osed ... ...

ang aft ... ...

ang forward ...

sed ... ...

ang ... ...

rd ... ...

... ...

g .. ..

Total =

Length of ship (**L**) =

% Covered... ... =

%, corrected for castle if required } **A** =

Allowance ... =

· **B** =

×

Correction for Bridge less than ·2 **L** if required } =

SHEER.

Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
			1	
			4	
			2	
			4	
			2	
			4	
			1	

18)

heer ... ... =

·05 **L** + 5 = =

... ... =

× (.75 − $\frac{S}{2L}$) = =

count of amidship superstructure ... ... =

count of excess sheer (1½ in. per 100 ft.) ... =

If excess sheer forward and deficient sheer aft:—

$\frac{\text{Actual sheer aft}}{\text{Standard sheer aft}}$ =

$\frac{\text{Actual sheer forward}}{\text{Standard sheer forward}}$ =

$\frac{\text{Length of enclosed superstructure}}{L}$

Forward of amidships =

Aft of amidships =

RAFTS.

34·42

·06

34·48

7·29

27·19

base line ·21

27'-4¾"

F. W. ALLOWANCE

Displacement =

Tons per inch =

——— =

40 ×

TABULAR FREEBOARD (corrected for flush deck if required) =

Corrected for Coefficient $\frac{+ \cdot 68}{1 \cdot 36}$ = =

	+	−
Correction for Depth		
" Superstructures		
" Sheer		
" Camber		
" Thickness of deck		
" Scantlings, etc.		

Summer Freeboard =

S.T.B. 8·1·38

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

Tropical Fresh Water Line (above center of Disc)			14¼"	Tropical Fresh Water Freeboard	7'-3½"
Fresh Water Line	"	"	7½"	Fresh Water "	6'-1¼"
Tropical Line	"	"	6¾"	Tropical "	6'-8"
Winter Line	(below	"	6¾"	Winter "	6'-8¾"
*Winter North Atlantic Line	"	"	7½"	Winter North Atlantic "	7'-10¼"
					7'-11"

* To correspond to Tanker W. N. A. Freeboards

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rth of latitude 36°N., during the winte

re as stated in the Load Line Regulatio

he calculations determining the positi

ts, or the means of access to the crew

e was issued.

uthority.

letached superstructures

structure decks