

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

Index. No. 35955  
(For London Office only).

MAR 22 1939

GRK. REPORT NO. 20718.

Ship's Name <b>ADVISER.</b>	Official Number <b>166263</b>	Nationality and Port of Registry <b>BRITISH. LIVERPOOL.</b>	Gross Tonnage <b>APPROX. 6200 6348</b>	Date of Build <b>1939.</b>	Port of Survey <b>GREENOCK.</b>
Moulded Dimensions: Length <b>441.75</b> Breadth <b>56.25</b> Depth <b>32.18</b>					Date of Survey <b>WHILE BUILDING</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>14358</b> tons					Surveyor's Signature <b>Kenneth Inglis</b>
Coefficient of fineness for use with Tables <b>.739</b>					Particulars of Classification <b>+100.A.I. CONTEMPLATED.</b>

<b>Depth for Freeboard (D).</b>	<b>Depth correction.</b>	<b>Round of Beam correction.</b>
Moulded depth ... <b>32.18</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(32.22 - 29.45) 3 = + 8.31</b>	Moulded Breadth (B) <b>56.25</b>
Stringer plate ... <b>.50</b> ... <b>.04</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>2.77</b>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>13.50</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = <b>13 1/2</b>
Depth for Freeboard (D) = <b>32.22</b>		Difference = <b>nil</b>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b>nil</b>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<b>47.3</b>	<b>47.25</b>	<b>7' 11 1/2</b>	<input checked="" type="checkbox"/>	<b>47.25</b>
.. overhang ...	<input checked="" type="checkbox"/>				
R.Q.D. enclosed ...	<input checked="" type="checkbox"/>				
.. overhang ...	<b>129.71</b>	<b>129.71</b>	<b>7' 11 1/2</b>	<input checked="" type="checkbox"/>	<b>129.71</b>
Bridge enclosed ...	<b>129.71</b>	<b>129.71</b>	<b>7' 11 1/2</b>	<input checked="" type="checkbox"/>	<b>129.71</b>
.. overhang aft ...	<b>129.71</b>	<b>129.71</b>	<b>7' 11 1/2</b>	<input checked="" type="checkbox"/>	<b>129.71</b>
.. overhang forward ...	<b>129.71</b>	<b>129.71</b>	<b>7' 11 1/2</b>	<input checked="" type="checkbox"/>	<b>129.71</b>
F'cle enclosed ...	<b>41.25</b>	<b>41.25</b>	<b>7' 11 1/2</b>	<input checked="" type="checkbox"/>	<b>41.25</b>
.. overhang ...	<input checked="" type="checkbox"/>				
Trunk aft ...	<input checked="" type="checkbox"/>				
.. forward ...	<input checked="" type="checkbox"/>				
Tonnage opening aft ...	<input checked="" type="checkbox"/>				
.. forward ...	<input checked="" type="checkbox"/>				
Total ...	<b>232.50</b>	<b>228.55</b>			<b>228.55</b>

Standard Height of Superstructure **7.50**

.. R.Q.D. ☒

Deduction for complete superstructure **42.00**

Percentage covered  $\frac{S}{L} =$  **52.63**

..  $\frac{S_1}{L} =$  **51.74**

..  $\frac{E}{L} =$  **51.74**

Percentage from Table, Line A. ☒

(corrected for absence of forecastle (if required)) ☒

Percentage from Table, Line B. **37.74**

(corrected for absence of forecastle (if required)) ☒

Interpolation for bridge less than .2L (if required) ☒

Deduction = **37.74 x 42.00 = - 15.85**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>54.18</b>	<b>1</b>	<b>54.18</b>	<b>69</b>	<b>69.00</b>	<b>1</b>	<b>54.18</b>	<b>69</b>	<b>69.00</b>
1/4 L from A.P. ...	<b>24.11</b>	<b>4</b>	<b>96.44</b>	<b>30 1/2</b>	<b>30.50</b>	<b>4</b>	<b>122.00</b>	<b>122.00</b>	<b>122.00</b>
1/2 L " ...	<b>5.96</b>	<b>2</b>	<b>11.92</b>	<b>7 1/2</b>	<b>7.50</b>	<b>2</b>	<b>15.00</b>	<b>15.00</b>	<b>15.00</b>
Amidships ...	<b>-</b>	<b>4</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>
3/4 L from F.P. ...	<b>11.92</b>	<b>2</b>	<b>23.84</b>	<b>12 1/2</b>	<b>12.50</b>	<b>2</b>	<b>25.00</b>	<b>25.00</b>	<b>25.00</b>
1/4 L " ...	<b>48.23</b>	<b>4</b>	<b>192.92</b>	<b>52 3/4</b>	<b>52.75</b>	<b>4</b>	<b>211.00</b>	<b>211.00</b>	<b>211.00</b>
F.P. ...	<b>108.35</b>	<b>1</b>	<b>108.35</b>	<b>120</b>	<b>120.00</b>	<b>1</b>	<b>120.00</b>	<b>120.00</b>	<b>120.00</b>
Total ...			<b>487.65</b>				<b>562.00</b>		<b>562.00</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{74.35}{18} \left( \frac{.75 - .2632}{.4868} \right) = - 2.01$

If limited on account of midship superstructure. ☒

Mean actual sheer aft = **Excess**

Mean standard sheer aft = **Excess**

Mean actual sheer forward = **Excess**

Mean standard sheer forward = **Excess**

Length of enclosed superstructure forward of amidships = **> .1 L**

.. aft of .. = **> .1 L**

<b>Deduction for Tropical Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)
<b>Addition for Winter and Winter North Atlantic Freeboard.</b>	Displacement in salt water at summer load water line <b>25-12984</b>	Correction for coefficient $\frac{739 + .68}{1.36} = \frac{1.419}{1.36}$
Depth to Freeboard Deck = <b>32.22</b>	$\Delta = 26-13581$ <b>13462</b>	Depth Correction ... <b>8.31</b>
Summer freeboard = <b>6.56</b>	Tons per inch immersion at summer load water line <b>25-49.33</b>	Deduction for superstructures ... <b>15.85</b>
Moulded draught (d) = <b>25.66</b>	$T = 26-49.75$ <b>49.67</b>	Sheer correction ... <b>2.01</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.41 = 6 1/2</b>	Deduction = $\frac{\Delta}{40 T}$ inches = <b>6.77 = 6 3/4</b>	Round of Beam correction ... <b>-</b>
Addition for Winter North Atlantic Freeboard (if required) = <input checked="" type="checkbox"/>		Correction for Thickness of Deck amidships ... <b>-</b>
		Other corrections, scantlings, etc. ... <b>-</b>
		<b>8.31 17.86 - 9.55</b>
		Summer Freeboard = <b>78.65</b>

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

Tropical Fresh Water Line above Centre of Disc ... <b>13 1/4</b>	Tropical Fresh Water Freeboard ... <b>5-5 1/2</b>
Fresh Water Line " " ... <b>6 3/4</b>	Fresh Water " " ... <b>6-0</b>
Tropical Line " " ... <b>6 1/2</b>	Tropical " " ... <b>6-0 1/4</b>
Winter Line below " " ... <b>6 1/2</b>	Winter " " ... <b>7-1 1/4</b>
Winter North Atlantic Line " " ... <b>-</b>	Winter North Atlantic " " ... <b>-</b>

28 MAR 1939



Adviser.

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.

Bridge After End Equivalent Bulkhead

$$\text{Recesses} = \frac{(17.00 \times 12.75) + (7.50 \times 7.25) + (4.25 \times 15.75)}{28.08}$$

$$= 7.72 + 1.94 + 2.38$$

$$\frac{141.75}{12.04}$$

$\frac{141.75}{12.04} = \text{Equiv. Length.}$

$$\frac{12.04}{.75}$$

$\frac{12.04}{.75} = \text{Equiv. Overhang.}$

Trade of ship INTERNATIONAL

Names of sister ships ✓

Builder's name and yard number LITHGOWS LIMITED No 917

Owners THE CHARENTE STEAM SHIP Co LP (T & J HARRISON)

Fee £ 17 : 0 : 0

To BE RENDERED WITH FIRST ENTRY.



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