

Rpt. C.11 (Comp.).

DARINA 36040  
DONACILLA 35851

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

APR 22 1939 dex. No. 35987.  
(For London Office only).

Ship's Name <b>"CEDARDALE"</b>	Official Number <b>167260</b>	Nationality and Port of Registry <b>BRITISH LONDON</b>	Gross Tonnage <b>8132</b>	Date of Build <b>1939</b>	Port of Survey <b>Glasgow</b>
Moulded Dimensions: Length <b>461.0</b> Breadth <b>59.08</b> Depth <b>34.0</b> <small>To C of RUDDER STOCK</small>					Date of Survey <b>While building</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>17732</b> tons					Surveyor's Signature <b>R. Dunsmeuir</b>
Coefficient of fineness for use with Tables <b>.788</b>					Particulars of Classification <b>+100 A1</b> <b>CARRYING PETROLEUM IN BULK</b> <b>(CONTEMPLATED)</b>

<b>Depth for Freeboard (D).</b> Moulded depth ... <b>34.0</b> Stringer plate ... <b>0.78</b> ... <b>.07</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>NIL</b> Depth for Freeboard (D) = <b>34.07</b>	<b>Depth correction.</b> (a) Where D is greater than Table depth (D-Table depth) R = $(34.07 - 30.73) 3 = +10.02$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	<b>Round of Beam correction.</b> Moulded Breadth (B) <b>59.08</b> Standard Round of Beam = $\frac{B \times 12}{50} = 14.18$ Ship's Round of Beam = <b>14.34</b> Difference <b>Excess</b> = <b>.57</b> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.57}{4} \times .5826 = -.08$
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <b>Equival.</b>	<b>93.65</b>	<b>96.06</b>	<b>7'-6"</b>		<b>96.06</b>
" overhang ...	<b>27.27</b>				
R.Q.D. enclosed	<b>96.06</b>				
" overhang	<b>47.25</b>		<b>7'-6"</b>		
Bridge enclosed <b>Equival.</b>	<b>44.62</b>	<b>46.37</b>			<b>46.37</b>
" overhang aft	<b>2.62</b>	<b>1.96</b>			<b>1.96</b>
" overhang forward	<b>46.37</b>				
F'cle enclosed	<b>48.04</b>	<b>48.04</b>	<b>7'-6"</b>		<b>48.04</b>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<b>193.09</b>	<b>192.43</b>			<b>192.43</b>

Standard Height of Superstructure **7'-6"**  
 " " R.Q.D. **✓**  
 Deduction for complete superstructure **42"**  
 Percentage covered  $\frac{S}{L} = 41.88$   
 "  $\frac{S_1}{L} = 41.74$   
 "  $\frac{E}{L} = 41.74$   
 Percentage from Table, Line A Tanker **32.74**  
 (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 = **42" x .3274 = 13.75"**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>56.10</b>	<b>1</b>		<b>56.10</b>	<b>56.5</b>	<b>56.50</b>	<b>1</b>		<b>56.50</b>
$\frac{1}{2}$ L from A.P. ...	<b>24.96</b>	<b>4</b>		<b>99.84</b>	<b>25.25</b>	<b>25.25</b>	<b>4</b>		<b>101.00</b>
$\frac{2}{8}$ L " ...	<b>6.17</b>	<b>2</b>		<b>12.34</b>	<b>5.25</b>	<b>5.25</b>	<b>2</b>		<b>10.50</b>
Amidships ...	<b>-</b>	<b>4</b>		<b>-</b>	<b>0</b>	<b>-</b>	<b>4</b>		<b>-</b>
$\frac{2}{8}$ L from F.P. ...	<b>12.34</b>	<b>2</b>		<b>24.68</b>	<b>11.87</b>	<b>11.87</b>	<b>2</b>		<b>23.74</b>
$\frac{1}{8}$ L " ...	<b>49.92</b>	<b>4</b>		<b>199.68</b>	<b>49.25</b>	<b>49.25</b>	<b>4</b>		<b>197.00</b>
F.P. ...	<b>112.20</b>	<b>1</b>		<b>112.20</b>	<b>113.25</b>	<b>113.25</b>	<b>1</b>		<b>113.25</b>
Total				<b>504.84</b>					<b>501.99</b>

Mean actual sheer aft = **Deficient**  
 Mean standard sheer aft =  
 Mean actual sheer forward = **Deficient**  
 Mean standard sheer forward =  
 Length of enclosed superstructure forward of amidships =  
 " " aft of " = **Tanker**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{2.85}{18} (.75 - .2694) = +.09$   
 If limited on account of midship superstructure. If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. **✓**

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>34.07</b> Summer freeboard = <b>6.71</b> Moulded draught (d) = <b>27.36</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.84 = 6<math>\frac{3}{4}</math>"</b> Addition for Winter North Atlantic Freeboard (if required) = <b>6.84 + 4.61 = 11.45 = 11<math>\frac{1}{2}</math>"</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta = 16788$ Tons per inch immersion at summer load water line $T = 56.25$ Deduction = $\frac{\Delta}{40 T}$ inches = <b>7.46 = 7<math>\frac{1}{2}</math>"</b> Full Disp <sup>T</sup> <b>27.6"</b> Full Disp <sup>(S.M.)</sup> <b>16788</b> T.P.I. <b>56.25</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{.788 + .68}{1.36} = \frac{1.468}{1.36}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td><b>10.02</b></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td><b>13.75</b></td> </tr> <tr> <td>Sheer correction</td> <td><b>.09</b></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td><b>.08</b></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td><b>✓</b></td> <td><b>✓</b></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td><b>✓</b></td> <td><b>✓</b></td> </tr> <tr> <td></td> <td><b>10.11</b></td> <td><b>13.83</b></td> </tr> </table> Summer Freeboard = <b>80.42"</b>		+	-	Depth Correction	<b>10.02</b>		Deduction for superstructures		<b>13.75</b>	Sheer correction	<b>.09</b>		Round of Beam correction		<b>.08</b>	Correction for Thickness of Deck amidships	<b>✓</b>	<b>✓</b>	Other corrections, scantlings, etc.	<b>✓</b>	<b>✓</b>		<b>10.11</b>	<b>13.83</b>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...	<b>14<math>\frac{1}{4}</math>"</b>	Tropical Fresh Water Freeboard ...	<b>6'-8<math>\frac{1}{2}</math>"</b>
Fresh Water Line " " ...	<b>7<math>\frac{1}{2}</math>"</b>	Fresh Water " " ...	<b>5'-6<math>\frac{1}{4}</math>"</b>
Tropical Line " " ...	<b>6<math>\frac{3}{4}</math>"</b>	Tropical " " ...	<b>6'-1"</b>
Winter Line below " " ...	<b>6<math>\frac{3}{4}</math>"</b>	Winter " " ...	<b>6'-1<math>\frac{3}{4}</math>"</b>
Winter North Atlantic Line " " ...	<b>11<math>\frac{1}{2}</math>"</b>	Winter North Atlantic " " ...	<b>7'-8"</b>



Cedarvale.

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.

Roof  
Equivalent Length

at centre 97.27"  
at side  $\frac{93.65}{3.62 \times \frac{2}{3} = 2.41} = \frac{93.65}{2.41} = 96.06$

Bridge  
Equivalent Length

at centre 47.25"  
at side  $\frac{44.62}{2.63 \times \frac{2}{3} = 1.75} = \frac{44.62}{1.75} = 46.37$

Trade of ship International Trade.

Names of sister ships ✓

Builder's name and yard number Blythwood Shipbuilding Company Ltd N° 54.

Owners Anglo-Saxon Petroleum Co.

Est. Fee £ 19 : 0 : 0.



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