

Conversion Tanker to Steamer
(Proposal III)

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, ~~SAILING SHIP~~, TANKER)

For LONDON OFFICE ONLY

Received

Index No.

Govt. Copy

Owners C11

Ship's Name "TITANIAN"	Official Number	Nationality and Port of Registry Norwegian Bergen.	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length 442.0' Breadth 58.5' Depth 40.8'					Date of Survey 28th Sept '55
Freeboard Length					Surveyor's Signature
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) tons					Particulars of Classification 1120 A1
Coefficient of fineness for use with Tables 798					

DEPTH FOR FREEBOARD (D). Moulded depth ... 40.50' Stringer plate ... 0.5' Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 40.50'	DEPTH CORRECTION. (a) Where D is greater than Table depth (D - Table depth) R = (40.50 - 29.47) 3.0 = +33.24 11.02 (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 = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ NIL
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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					
Fore enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

Flush

Standard Height of Superstructure	
" " R.Q.D.	
Deduction for complete superstructure	
Percentage covered $\frac{S}{L} =$	
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	
Percentage from Table, Line A. (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 =	NIL

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.		1					1		
$\frac{1}{4}L$ from A.P.		4					4		
$\frac{2}{4}L$ " "		2					2		
Amidships	○	4	○	○	○	○	4	○	○
$\frac{3}{4}L$ from F.P.		2					2		
$\frac{1}{4}L$ " "		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 =
L

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{16.20}{18} \times .75 = +.68"$
If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 40.50' Summer freeboard = 11.08' Moulded draught (d) = 29.47' Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{4}$ inches = 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 Depth Correction ... 32.24 Deduction for superstructures ... Sheer correction68 Round of Beam correction ... Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... Summer Freeboard = 133.10
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91.25
99.18
20.9.25
+ 33.92

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, 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	"

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.

$$\begin{aligned}\text{Change of } G &= .85' \left[1 - \frac{33.}{40.5} \right] \cdot 12 \\ &= .85' (.185) \cdot 12 \\ &= .008.\end{aligned}$$

Trade of ship

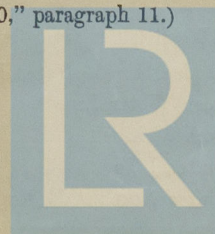
Names of sister ships

Builder's name and yard number

Owners

Fee £ : :

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)



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