

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

Ship's Name <u>"EMPIRE MOWDDACH"</u> <u>EX "PONTOS"</u>	Official Number	Nationality and Port of Registry <u>BRITISH.</u> <u>LONDON.</u>	Gross Tonnage	Date of Build <u>1935</u>	Port of Survey <u>Hamburg</u>
Moulded Dimensions: Length <u>363'-2 5/16"</u> Breadth <u>44'-7 1/16"</u> Depth <u>21'-4 3/4"</u>					Date of Survey <u>May 1947</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>7966</u> tons					Surveyor's Signature <u>R. E. Pritchard</u>
Coefficient of fineness for use with Tables					Particulars of Classification <u>Contemplated</u> <u>100 ft with freeboard</u>

DEPTH FOR FREEBOARD (D). <u>21.40</u> Moulded depth <u>21'-4 3/4"</u> Stringer plate <u>-36"</u> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <u>21.43</u>	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>1</u> If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) <u>44'-7 1/16"</u> Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = <u>10 5/8"</u> Difference Restricted to Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) =$
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DEDUCTION FOR SUPERSTRUCTURES.					Standard Height of Superstructure
Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	" " R.Q.D.
Poop enclosed					Deduction for complete superstructure
" overhang					Percentage covered $\frac{S}{L} =$
R.Q.D. enclosed					" " $\frac{S_1}{L} =$
" overhang	<u>Complete</u>				" " $\frac{E}{L} =$
Bridge enclosed					Percentage from Table, Line A.
" overhang aft	<u>Super-structure</u>	<u>7'-3 3/4"</u>			(corrected for absence of forecastle (if required))
" overhang forward					Percentage from Table, Line B.
F'cle enclosed	<u>deck</u>				(corrected for absence of forecastle (if required))
" overhang					Interpolation for bridge less than .2L (if required)
Trunk aft					Deduction =
" forward					
Tonnage opening aft					
" " forward					
Total	<u>363'-2 5/16"</u>				

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P.		1			<u>2'-3 7/8"</u>		1
1/8 L from A.P.		4			<u>7/8"</u>		4
2/8 L "		2			<u>✓</u>		2
Amidships		4			<u>✓</u>		4
2/8 L from F.P.		2			<u>✓</u>		2
1/8 L "		4			<u>11 7/8"</u>		4
F.P.		1			<u>4'-11 3/4"</u>		1
Total							
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$							
If limited on account of midship superstructure.							
Mean actual sheer aft Mean standard sheer aft =							
Mean actual sheer forward Mean standard sheer forward =							
Length of enclosed superstructure forward of amidships =							
" " aft of " =							
If limited to maximum allowance of 1 1/2 ins. per 100 ft.							

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <u>Ft.</u> Summer freeboard = Moulded draught (d) = 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 $\Delta =$ <u>5822</u> Tons per inch immersion at summer load water line $T =$ <u>32.3</u> Deduction = $\frac{\Delta}{40 T}$ inches =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient Depth Correction Deduction for superstructures Sheer correction Round of Beam correction Correction for Thickness of Deck amidships Other corrections, scantlings, etc. Summer Freeboard =
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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	...	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.

Trade of ship Fruit carrying - (Cameroons)

Names of sister ships ✓

Builder's name and yard number Bremer Vulkan No 716.1

Owners Elders & Lyffer, Ltd.

Fee £ 28 . 0 . 0

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