

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name LAMPANIA	Official Number 181630	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 6,400 6438	Date of Build 1947	Port of Survey NEWCASTLE-ON-TYNE
Moulded Dimensions: Length 425'-0" Breadth 54'-3" Depth 31'-0" 426-0 to centre of rudder stock					Date of Survey WHILE BUILDING
Moulded displacement at moulded draught = 85 per cent. of moulded depth 13435 tons					Surveyor's Signature A. Hunter 25/100A1
Coefficient of fineness for use with Tables .7742					Particulars of Classification CARRYING PETROLEUM IN BULK (CLASS CONTEMPLATED)

DEPTH FOR FREEBOARD (D). Moulded depth ... 31'-0" Stringer plate ... 5/8" Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 31'-05"	DEPTH CORRECTION. (a) Where D is greater than Table depth $(D - \text{Table depth}) \times R =$ $(31'-05" - 28'-40") \times 2.65 = +7.95"$ (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) 54'-25" Standard Round of Beam = $\frac{B \times 12}{50} = 13.02$ Ship's Round of Beam 13 1/2 = 13.50 Difference Excess .48 Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.48^2}{4} \times .5522 = .07"$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed E 90.80	90.80	90.80	8'-0"	-	90.80
" overhang ...	NIL				
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed E 46.13	46.13	46.13	7'-6"	-	46.13
" overhang aft ...	5.96	5.96			5.96
" overhang forward ...	NIL				
F'cle enclosed ...	47.87	47.87	7'-6"	-	47.87
" overhang ...	NIL				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	192.74	190.76			190.76

Standard Height of Superstructure **7.50'**

" " R.Q.D. **-**

Deduction for complete superstructure **42.00"**

Percentage covered $\frac{S}{L} = 45.24$

" " $\frac{S_1}{L} = 44.78$

" " $\frac{E}{L} = 44.78$

Percentage from Table, Line **Tanker 35.78**
(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 = **42.00 x .3578 = -15.03"**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate <i>INS</i>	Effective Ordinate	S M	Product
A.P.	52.60	1	52.60	51½	51.50	1	51.50
¼ L from A.P. ...	23.41	4	93.64	21⅝	21.62	4	86.48
½ L " ...	5.79	2	11.58	5½	5.50	2	11.00
Amidships ...	—	4	—	—	—	4	—
¾ L from F.P. ...	11.57	2	23.14	12⅝	12.12	2	24.24
⅛ L " ...	46.82	4	187.28	47⅝	47.37	4	189.48
F.P. 	105.20	1	105.20	108	108.00	1	108.00
Total ...			473.44				470.70

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2.74}{18} (.75 - .2262) = +.08"$

If limited on account of midship superstructure.

Mean actual sheer aft = **> than 75%**

Mean standard sheer aft = **> 1**

Mean actual sheer forward = **> 1**

Mean standard sheer forward = **> 1**

Length of enclosed superstructure forward of amidships =

" " aft of " =

2.74 (.75 - .2262) = +.08"

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 = **31.06** Ft.
 Summer freeboard = **5.56**
 Moulded draught (d) = **25.50**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **6.38 = 6 1/2**

Addition for Winter North Atlantic Freeboard (if required) = **6.38 + 4.26 = 10.64 = 10 3/4**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 12880$ **13080**
 Tons per inch immersion at summer load water line
 $T = 46.4$

Deduction = $\frac{\Delta}{40 T}$ inches

= **7.05**

= **7"**

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.

	68.90
	73.57
+	
-	
7.95	15.03
-	08
-	.07
7.15	
8.18	15.10
	-6.92
	Summer Freeboard = 66.65

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

Tropical Fresh Water Line above Centre of Disc	... 13 1/2
Fresh Water Line	... 7
Tropical Line	... 6 1/2
Winter Line below	... 6 1/2
Winter North Atlantic Line	... 10 3/4

Tropical Fresh Water Freeboard	41'-5 1/4"
Fresh Water	41'-11 3/4"
Tropical	51'-0 1/4"
Winter	61'-1 1/4"
Winter North Atlantic	61'-5 1/2"

Lampania.

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.

Equivalents bulk heads.

Prop 87.25
 + 1 (to E gudder stock)
 2.55 $\frac{2}{3}$ x 3.83
90 80 = equiv

Bridge
 43.58
 2.55 $\frac{2}{3}$ x 3.83
46.13 = equiv.

Trade of ship FOREIGN OIL CARRIER.

Names of sister ships "LATIA" (R & W HAWTHORN LESLIE & CO LD YD. NO. 684)

Builder's name and yard number R & W HAWTHORN LESLIE & CO LD. 690

Owners ANGLO SAXON PETROLEUM CO. LD.

Fee £ 17 - -

MLD



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Foundation