

EDDYREEEF.
No. 42799.
(SIMILAR)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name EDDYREEEF	Official Number 185957	Nationality and Port of Registry BRITISH. LONDON.	Gross Tonnage APPROX 2172 2219	Date of Build 1953.	Port of Survey DUNDEE.
Moulded Dimensions: Length 270.0' Breadth 44.0' Depth AS BUILT - 18.53' (To CR OF RUDDER STOCK).				Date of Survey DURING CONSTRUCTION.	
Moulded displacement at moulded draught = 85 per cent. of moulded depth (15.83') 3720 tons				Surveyor's Signature J. Miller	
Coefficient of fineness for use with Tables .697				Particulars of Classification 100A.1. "CARRYING PETROLEUM IN BULK"	

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 18.53	(a) Where D is greater than Table depth (D - Table depth) R = (18.53 - 18.00) 2.077 = +128"	Moulded Breadth (B) 44.00'
Stringer plate75"06	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 59"	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{44 \times 12}{50} = 10.56$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam 10 1/2" = 10.50
Depth for Freeboard (D) = 18.59		Difference .06
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.06 \times .3071}{4} = \text{Nil.}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poep enclosed EQ. VIV.	98.00	98.00	7.75	✓	98.00	Standard Height of Superstructure 6.20'
" overhang						" " R.Q.D. ✓
R.Q.D. enclosed						Deduction for complete superstructure 33"
" overhang						Percentage covered $\frac{S}{L} = \frac{69.49}{100} = 69.49$
Bridge enclosed EQ. VIV.	33.52	33.52	7.75	✓	33.52	" " $\frac{S_1}{L} = \frac{69.29}{100} = 69.29$
" overhang aft	2.11	1.58			1.58	" " $\frac{E}{L} =$
" overhang forward	3.0					Percentage from Table, Line A TANKER. 62.22
Fele enclosed	54.0	54.00	7.00	✓	54.00	(corrected for absence of forecastle (if required))
" overhang						Percentage from Table, Line B.
Trunk aft						(corrected for absence of forecastle (if required))
" forward						Interpolation for bridge less than .2L (if required)
Tonnage opening aft						Deduction = 33 x 62.22 = 20.53"
" " forward						
Total	187.63	187.10			187.10	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate INS.	Effective Ordinate	S	M	Product	
A.P.	37.00	1	37.00	37.00	37.00	37.00	1	37.00	37.00	Mean actual sheer aft = Deficient
1/8 L from A.P.	16.465	4	65.86	16.00	16.00	16.00	4	64.00	64.00	Mean actual sheer forward = Deficient.
3/8 L "	4.07	2	8.14	4.0	4.00	4.00	2	8.00	8.00	Length of enclosed superstructure forward of amidships = 128.76
Amidships	✓	4	✓	0.0	✓	✓	4	✓	✓	" " aft of " = 74.00
3/8 L from F.P.	8.14	2	16.28	8.0	8.00	8.00	2	16.00	16.00	
1/8 L "	32.93	4	131.72	32.19	32.19	32.19	4	128.76	128.76	
F.P.	74.00	1	74.00	74.0	74.00	74.00	1	74.00	74.00	
Total			373.00					327.76		

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{5.24}{18} \left(.75 - \frac{.3475}{1} \right) = +.12"$

If limited on account of midship superstructure. **4.025** If limited to maximum allowance of 1 1/2 ins. per 100 ft. **✓**

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required) 35.20
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line Δ = 4185	Correction for coefficient 1.36
Depth to Freeboard Deck = 18.59	Tons per inch immersion at summer load water line T = 23.11	Depth Correction 1.23
Summer freeboard = 1.38	Deduction = $\frac{\Delta}{40 T} = \frac{4185}{40 \times 23.11} = 4.53 = 4 1/2"$	Deduction for superstructures 20.53
Moulded draught (d) = 17.21		Sheer correction 12
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 4.30 = 4 3/4		Round of Beam correction -
Addition for Winter North Atlantic Freeboard (if required) = 4.30 + 2.70 = 7"	17' 4095 T.F.I. 23.0	Correction for Thickness of Deck amidships -
	14' 3278 22.0	Other corrections, scantlings, etc. -
		Summer Freeboard = 16.46

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

Tropical Fresh Water Line above Centre of Disc	8 3/4"	Tropical Fresh Water Freeboard	0 7/8"
Fresh Water Line " "	4 1/2"	Fresh Water " "	1 1/2"
Tropical Line " "	4 1/4"	Tropical " "	1 1/4"
Winter Line below " "	4 1/4"	Winter " "	1 1/4"
Winter North Atlantic Line " "	7"	Winter North Atlantic " "	1 1/2"

Eddycreek.

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.

Poof.

$$96 + \frac{2}{3} \times 3 = 98'$$

BRIDGE.

$$\text{LENGTH @ SIDE} = 34.00'$$

$$\begin{array}{r} - 3 \times 31' = 2.21 \\ \hline 42' \quad 31.79 \\ + \frac{2}{3} \times 5 \quad 3.31 \\ \hline 35.12 \times 42' = 33.52. \\ \hline 44 \end{array}$$

OVERHANG.

$$\begin{array}{l} S = 2.21 \times \frac{42}{44} = 2.11 \\ S_1 = 2.21 \times \frac{3}{4} = 1.58 \end{array}$$

Trade of ship

International

Names of sister ships

"EDDYCREEK" - LOBNITZ & CO YARD NO 1124.

Builder's name and yard number

CALEDON S.B. & ENGINEERING CO LTD

Owners

THE ADMIRALTY.

Fee £

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