

19 SEP 1949

Index No. 41987  
(For London Office only)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>"RUSIC"</b>	Official Number <b>183591</b>	Nationality and Port of Registry <b>British Southampton</b>	Gross Tonnage <b>13587</b>	Date of Build <b>1949</b>	Port of Survey <b>Belfast</b>
Moulded Dimensions: Length <b>531'-4 3/4"</b> Breadth <b>72'-0"</b> Depth <b>43'-4 7/8"</b> <i>to Cristofordien stock</i>					Date of Survey <i>during construction</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>28816</b> tons					Surveyor's Signature <i>A. L. Loxton</i>
Coefficient of fineness for use with Tables <b>.714</b>					Particulars of Classification <b>+100 A1 with freeboard Class contemplated</b>

<b>DEPTH FOR FREEBOARD (D).</b> <b>43.41</b>		<b>DEPTH CORRECTION.</b>		<b>ROUND OF BEAM CORRECTION.</b>	
Moulded depth ...	<b>43'-4 7/8"</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(43.51 - 35.43) 3 = +24.24"</b>		Moulded Breadth (B)	<b>72 ft</b>
Stringer plate <b>.50</b>	<b>.04</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>.08</b>		Standard Round of Beam = $\frac{B \times 12}{50}$	<b>= 17.28</b>
Sheathing on exposed deck <i>See over</i>	<b>.06</b>	If restricted by superstructures <input checked="" type="checkbox"/>		Ship's Round of Beam	<b>= 18"</b>
$T \left( \frac{L-S}{L} \right) = \frac{130}{531.40} \times .25 =$				Difference	<b>.72</b>
Depth for Freeboard (D) =	<b>43.51</b>			Restricted to	
				Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<b>= .72 \times .3863 = -.07"</b>
				POOP + BRIDGE DECK CAMBER	<b>9" 4"</b>

**DEDUCTION FOR SUPERSTRUCTURES.**

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equip</i>	<b>64.54</b>	<b>64.54</b>	<b>8'-0" CENTRE</b>	<input checked="" type="checkbox"/>	<b>64.54</b>
" overhang <i>Nil</i>					
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>Equip</i>	<b>198.34</b>	<b>198.34</b>	<b>8'-0" CENTRE</b>	<input checked="" type="checkbox"/>	<b>198.34</b>
" overhang aft <i>Nil</i>			<b>8'-9" SIDE</b>		
" overhang forward <i>Nil</i>					
F'cle enclosed <i>Equip</i>	<b>62.55</b>	<b>62.55</b>	<b>8'-0"</b>	<input checked="" type="checkbox"/>	<b>62.55</b>
" overhang <i>Nil</i>	<b>1.37</b>	<b>.69</b>			<b>.69</b>
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<b>326.80</b>	<b>326.12</b>			<b>326.12</b>

Standard Height of Superstructure **7.50'**

" " R.Q.D. ☒

Deduction for complete superstructure **42.00"**

Percentage covered  $\frac{S}{L} =$  **61.50**

"  $\frac{S_1}{L} =$  **61.37**

"  $\frac{E}{L} =$  **48.33**

Percentage from Table, Line A. **48.33**

(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 .4833 = -20.30"**

**SHEER CORRECTION.**

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<b>63.14</b>	1		<b>63.14</b>	<b>6'-0 1/16"</b>	<b>72.69</b>	1		<b>72.69</b>
1/4 L from A.P.	<b>28.10</b>	4		<b>112.40</b>	<b>2'-8 1/8"</b>	<b>32.13</b>	4		<b>128.52</b>
1/2 L	<b>6.945</b>	2		<b>13.89</b>	<b>7 1/8"</b>	<b>7.88</b>	2		<b>15.76</b>
Amidships	-	4		-	<i>Nil</i>	-	4		-
3/4 L from F.P.	<b>13.89</b>	2		<b>27.78</b>	<b>1'-5 3/8"</b>	<b>17.38</b>	2		<b>34.76</b>
1/4 L	<b>56.20</b>	4		<b>224.80</b>	<b>5'-9 1/4"</b>	<b>69.25</b>	4		<b>277.00</b>
F.P.	<b>126.28</b>	1		<b>126.28</b>	<b>13'-0 1/4"</b>	<b>156.25</b>	1		<b>156.25</b>
Total				<b>568.29</b>					<b>684.98</b>

Mean actual sheer aft = **72.69**

Mean standard sheer aft = **72.69**

Mean actual sheer forward = **7.88**

Mean standard sheer forward = **7.88**

Length of enclosed superstructure forward of amidships = **2.1 L**

" " aft of " = **2.1 L**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{116.69}{18} \left( .75 - \frac{3075}{4425} \right) = -2.87"$

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ☒

<b>Deduction for Tropical Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> <i>corrected for Flush Deck (if required)</i>
<b>Addition for Winter and Winter North Atlantic Freeboard.</b>	Displacement in salt water at summer load water line $\Delta =$ <b>23822</b>	Correction for coefficient $\frac{714 + .68}{1.36} = \frac{1.394}{1.36}$
Depth to Freeboard Deck = <b>43.45</b>	Tons per inch immersion at summer load water line $T =$ <b>75.79</b>	Depth Correction ... <b>24.24</b>
Summer freeboard = <b>12.29</b>	Deduction = $\frac{\Delta}{40 T}$ inches = <b>7.86 = 7 3/4"</b>	Deduction for superstructures ... <b>20.30</b>
Moulded draught (d) = <b>31.16</b>	FULL DRAFT FULL $\Delta$ T.P.I.	Sheer correction ... <b>2.87</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>7.79</b>	32'-0" 24490 76.98	Round of Beam correction ... <b>.07</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>1.10</b>	31'-0" 23600 75.40	Correction for Thickness of Deck amidships ... <b>.72</b>
		Other corrections, scantlings, etc. to compare <b>23.15</b>
		Summer Freeboard = <b>147.50</b>

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

Tropical Fresh Water Line above Centre of Disc	7 3/4"	Tropical Fresh Water Freeboard	12'-3 1/2"
Fresh Water Line	7 3/4"	Fresh Water	11'-7 3/4"
Tropical Line	7 1/4"	Tropical	12'-3 1/2"
Winter Line below	7 1/4"	Winter	12'-3 1/2"
Winter North Atlantic Line	7 1/4"	Winter North Atlantic	12'-3 1/2"



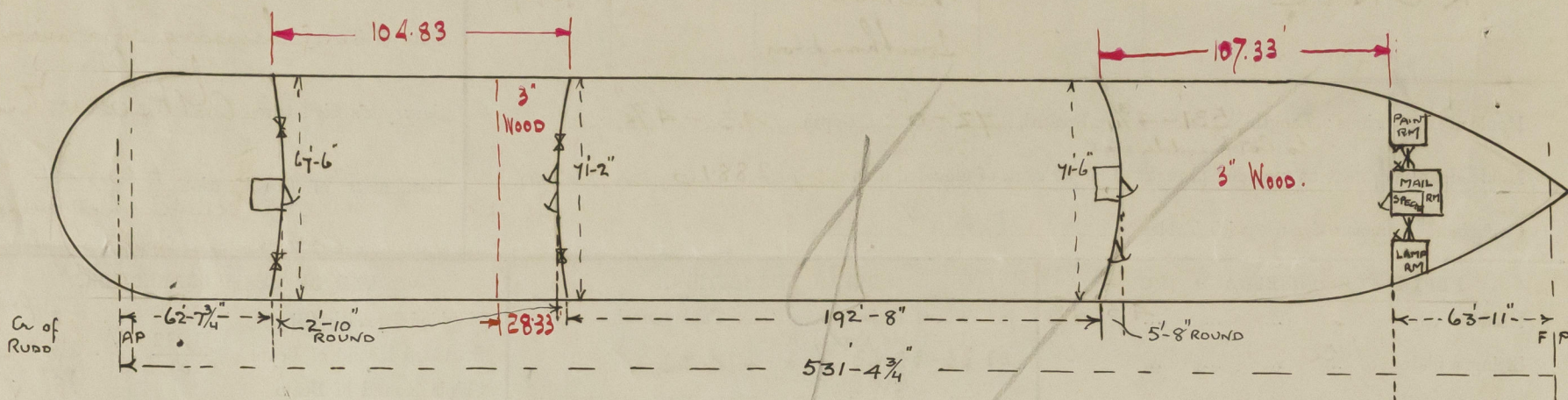
# RUNIC Harland Wolffs N°1414

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.

POOP:-  
L. at side = 62.65  
 $\frac{2}{3} \times 2.83 = 1.89$   
64.54

BRIDGE  
L. at side = 192.67  
 $7.83 \times \frac{2}{3} = 1.89$   
 $5.67 \times \frac{2}{3} = 3.78$   
198.34

Fee. L. at side = 63.92  
 $\frac{5.02 \times 6.75}{24.68} = 1.37 = 0/4$   
62.55 Equ. Incl.



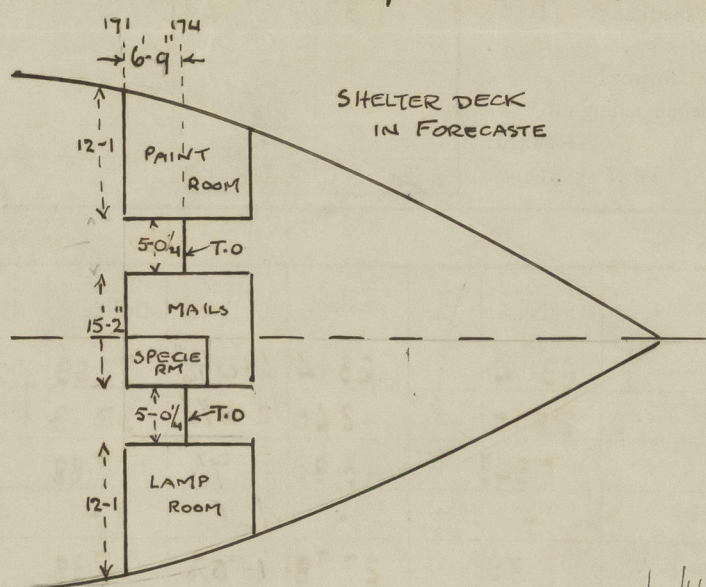
Openings Fore-castle bulkhead Tonnage openings 1p15 4'-6" x 4'-6" x 18" Sill + 4" Shifting boards full ht in riveted channel  
Paint room p 5'-3" x 2'-3" x 12" do } with steel hinged doors operated both sides  
Lamp room s 5'-8" x 3'-6" x 15" do }  
Specie room M/L 5'-0" x 3'-0" x 15" do }  
Mail room p 5'-0" x 3'-0" x 15" do }

Bridge forward end bulkhead Two openings 1S, 1ML 4'-6" x 2'-3" x 21" " with steel hinged w/ doors operated both sides

Bridge after end do Tonnage openings 1p15 5'-0" x 5'-0" x 21" + 4" Shifting board full ht in riveted channels  
Other openings 1p15 4'-9" x 2'-6" x 21" " with steel hinged doors operated both sides

Poop front bulkhead Tonnage openings 1p15 5'-0" x 5'-0" x 18" + 4" Shifting boards full ht in channels  
Winch contactor room M/L } 5'-0" x 2'-3" x 18" Sill, with hinged steel w/ door operated both sides

This CII comp report is forwarded for marking of freeboards before vessel is launched on Oct 4<sup>th</sup> 49



Sheathing Poop deck None  
Bridge " 2 1/2" wood dk for 111-131 port side only None elsewhere  
Fee " None  
Shelter deck Forward well 3" wood deck After well 3" wood deck for 50-60. for 25-60 bare steel  
" in bridge 6" cork over meat chambers port side  
" amidships bare steel

15/9/49  
J.L.

Trade of ship Carrying refrigerated & general cargo

Names of sister ships Cammell Lairds N° 1202 - 39627

Builder's name and yard number Harland Wolffs Ltd N° 1414

Owners Shaw Savill & Albion Co Ltd

Fee £



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Foundation