

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name ADMIRAL POUND HAVBRAUT 1055 Official Number 294.41 Nationality and Port of Registry 1944.11. Gross Tonnage 294.41 Date of Build 1944.11.

Port of Survey Southampton

Date of Survey 23 9 46

Surveyor's Signature C. W. Vine

Particulars of Classification 9 A1  
(Wood) For Government Service

Moulded Dimensions: Length 128.0 Breadth 26.0 Depth 15.0

Moulded displacement at moulded draught = 85 per cent. of moulded depth \_\_\_\_\_ tons

Coefficient of fineness for use with Tables .68 assumed

| DEPTH FOR FREEBOARD (D).   |       | DEPTH CORRECTION.   |  | ROUND OF BEAM CORRECTION.  |                                      |
|--|-------|---|--|--|--------------------------------------|
| Moulded depth  | 15.00 | (a) Where D is greater than Table depth<br>(D - Table depth) R =<br>(15.20 - 8.53) .385 = + 6.57" |  | Moulded Breadth (B)  | 26.04                                |
| Stringer plate   |       | (b) Where D is less than Table depth (if allowed)<br>(Table depth - D) R =                        |  | Standard Round of Beam = $\frac{B \times 12}{50}$                          | 6.25"                                |
| 3" Sheathing on exposed deck<br>$T \left( \frac{L+S}{L} \right) = \frac{25(100)}{128}$ | .20   |   |  | Ship's Round of Beam   | 6.2"                                 |
| Depth for Freeboard (D) =  | 15.20 | If restricted by superstructures  |  | Difference   | + .25"                               |
|  |       |   |  | Restricted to  |                                      |
|  |       |   |  | Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right)$ | $\frac{.25}{4} \times .7812 = -.05"$ |

## DEDUCTION FOR SUPERSTRUCTURES.

|                     | Mean Covered Length (S) | Equivalent Enclosed Length (S <sub>1</sub> ) | Height | Height Correction | Effective Length (E) |
|---------------------|-------------------------|--|--------|-------------------|----------------------|
| Poop enclosed       |                         |  |        |                   |                      |
| " overhang          |                         |  |        |                   |                      |
| R.Q.D. enclosed     |                         |  |        |                   |                      |
| " overhang          |                         |  |        |                   |                      |
| Bridge enclosed     |                         |  |        |                   |                      |
| " overhang aft      |                         |  |        |                   |                      |
| " overhang forward  | 23.04                   |  |        |                   |                      |
| F'cle enclosed      | 28.00                   | 28.00  | 7.83   | ✓                 | 28.0                 |
| " overhang          |                         |  |        |                   |                      |
| Trunk aft           |                         |  |        |                   |                      |
| " forward           |                         |  |        |                   |                      |
| Tonnage opening aft |                         |  |        |                   |                      |
| " " forward         |                         |  |        |                   |                      |
| Total               | 28.00                   | 28.00  |        |                   | 28.00                |

Standard Height of Superstructure 6.00'

" " R.Q.D. ✓

Deduction for complete superstructure 18.8"

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

" "  $\frac{S_1}{L} =$  21.88 18.00

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

Percentage from Table, Line A. 10.94

(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 =  $18.80 \times .1094 = - 2.06"$

## SHEER CORRECTION.

*Draughts when Actual Ordinates lifted*  
*7'-10" Forward 12'-8" aft.*

| Station         | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|-----------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|
| A.P.            | 22.80             | 1 |   | 22.80   | 6'-7 1/2"       | 33.00              | 1 |   | 22.80   |
| 1/2 L from A.P. | 10.15             | 4 |   | 40.60   | 5'-11"          | 14.83              | 4 |   | 40.60   |
| 1/2 L "         | 2.51              | 2 |   | 5.02    | 5'-10 1/2"      | 4.67               | 2 |   | 5.02    |
| Amidships       | -                 | 4 |   | -       | 6'-3 1/2"       | -                  | 4 |   | -       |
| 1/2 L from F.P. | 5.02              | 2 |   | 10.04   | 7'-2 1/2"       | 1.33               | 2 |   | 2.66    |
| 1/2 L "         | 20.29             | 4 |   | 81.16   | 8'-3 1/2"       | 4.67               | 4 |   | 18.68   |
| F.P.            | 45.60             | 1 |   | 45.60   | 10'-0"          | 15.50              | 1 |   | 15.50   |
| Total           |                   |   |   | 205.22  |                 |                    |   |   | 105.26  |

Mean actual sheer aft = Excess

Mean standard sheer aft =

Mean actual sheer forward = Deficient

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = deficient

" " aft of " = sheer.

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{99.96}{18} \times (.75 - .1094) = + 3.56$

If limited on account of midship superstructure. .66 .6406 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 = 15.25 Ft.

Summer freeboard = 1.79

Moulded draught (d) = 13.46

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 3.36 = 3 1/4

## 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

1/4 - 3 1/4

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... 6.57

Deduction for superstructures ... 2.06

Sheer correction ... 3.56

Round of Beam correction ... .05

Correction for Thickness of Deck amidships ... .60

Other corrections, scantlings, etc. ... 10.84 1.74

12.80

12.80

|  | +     | -    |
|--|-------|------|
| Depth Correction                           | 6.57  | 1.02 |
| Deduction for superstructures              | 2.06  |      |
| Sheer correction                           | 3.56  |      |
| Round of Beam correction                   | .05   |      |
| Correction for Thickness of Deck amidships | .60   |      |
| Other corrections, scantlings, etc.        | 10.84 | 1.74 |
| Summer Freeboard                           | 21.42 |      |

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

Tropical Fresh Water Line above Centre of Disc ... 3' 3 1/4" 76mm

Fresh Water Line " " not assigned

Tropical Line " " 3 1/4" 83"

Winter Line below " " not assigned

Winter North Atlantic Line " " not assigned

Tropical Fresh Water Freeboard ... 3' 3 1/4" 76mm

Fresh Water " " not assigned

Tropical " " 3 1/4" 83"

Winter " " not assigned

Winter North Atlantic " " not assigned



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 ☒ ✓

Names of sister ships *CLCS 1066. CLCS 1069.*

Builder's name and yard number *Clare Shipbuilding Co Ltd. Yard No 185.*

Owners *W A Phillips Anderson & Co Ltd.*

Fee £ *5* : *5* : *0*.

ML-D



© 2020

Lloyd's Register  
Foundation