

Rpt. C.11 (Comp.).

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(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER.~~)

(As built).

Ship's Name <b>JAMES J. MAGUIRE</b>	Official Number <b>167242</b>	Nationality and Port of Registry <b>British</b> <b>Hong Kong</b> <b>London (8/5/39)</b>	Gross Tonnage <b>10524.97</b>	Date of Build <b>1939</b>	Port of Survey <b>Tientsin</b>
Moulded Dimensions: Length <b>485.0</b> Breadth <b>69.75</b> Depth <b>37.00</b>					Date of Survey <b>During construction</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>804229 cubic feet</b>					Surveyor's Signature <b>M. Micali</b>
Coefficient of fineness for use with Tables $\frac{804229}{485 \times 69.75 \times 85 \times 37} = .756$					Particulars of Classification <b>100A1</b> <b>Carrying Petroleum in Bulk.</b>

<b>Depth for Freeboard (D).</b>	<b>Depth correction.</b>	<b>Round of Beam correction.</b>
Moulded depth ... <b>37.00</b>	(a) Where D is greater than Table depth (D - Table depth) R = $(37.07 - 32.33) \times 3 = +14.22$	Moulded Breadth (B) <b>69.75</b>
Stringer plate ... <b>.07</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 16.7$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <b>16.7</b>
Depth for Freeboard (D) = <b>37.07</b>		Difference = <b>0</b>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	107.19	107.19	8'0"	✓	107.19
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	40.68	40.68	8'0"	✓	40.68
" overhang aft ...					
" overhang forward ...					
Fore enclosed ...	35.33	35.33	7'6"	✓	35.33
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	183.20	183.20			183.20

Standard Height of Superstructure	<b>7'6"</b>
" " R.Q.D.	✓
Deduction for complete superstructure	<b>42.00</b>
Percentage covered $\frac{S}{L} = \frac{183.20}{485.0} = 37.77\%$	✓
" " $\frac{S_1}{L} =$	<b>37.77%</b>
" " $\frac{E}{L} =$	<b>37.77%</b>
Percentage from Table, Line A. TANKER	<b>28.77%</b>
(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 =	<b>42 x .2877 = 12.08</b>

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	58.50	1		58.50	74.89	74.89	1		74.89
1/4 L from A.P. ...	26.03	4		104.12	35.75	35.75	4		143.00
1/2 L " ...	6.435	2		12.87	10.10	10.10	2		20.20
Amidships ...	0	4		0	0	0	4		0
3/4 L from F.P. ...	12.87	2		25.74	15.20	15.20	2		30.40
1/4 L " ...	52.06	4		208.24	54.85	54.85	4		219.40
F.P. ...	117.00	1		117.00	118.35	118.35	1		118.35
Total ...				526.47					606.24

Mean actual sheer aft = **Excess**  
Mean standard sheer aft

Mean actual sheer forward = **Excess**  
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = **0**  
" " aft of " = **Tanker**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{79.77}{18} (.75 - .189) = -2.49$   
If limited on account of midship superstructure.

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

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta = 21640$ Tons Tons per inch immersion at summer load water line $T = 69.70$ Tons Deduction = $\frac{\Delta}{40 T}$ inches $\frac{21640}{40 \times 69.70} = 7.76$ <b>7 3/4"</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{.756 + .68}{1.36} = 1.056$ Depth Correction ... <b>14.22</b> Deduction for superstructures ... <b>12.08</b> Sheer correction ... <b>2.49</b> Round of Beam correction ... <b>0</b> Correction for Thickness of Deck amidships ... <b>0</b> Other corrections, scantlings, etc. ... <b>0</b> <b>14.22 + 12.08 + 2.49 = 28.79</b> Summer Freeboard = <b>88.25</b>
Depth to Freeboard Deck = <b>37.07</b> Summer freeboard = <b>7.35</b> Moulded draught (d) = <b>29.72</b>		
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>7.43 ~ 7 1/2</b> Addition for Winter North Atlantic Freeboard (if required) = <b>7.43 + 4.85 = 12.28 ~ 12 1/4</b>		

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

Tropical Fresh Water Line above Centre of Disc ... <b>15 1/4"</b>	Tropical Fresh Water Freeboard ... <b>6' - 1"</b>
Fresh Water Line " " ... <b>7 3/4"</b>	Fresh Water " " ... <b>6' - 8 1/2"</b>
Tropical Line " " ... <b>7 1/2"</b>	Tropical " " ... <b>6' - 8 3/4"</b>
Winter Line below " " ... <b>7 1/2"</b>	Winter " " ... <b>7' - 11 3/4"</b>
Winter North Atlantic Line " " ... <b>12 1/4"</b>	Winter North Atlantic " " ... <b>8' - 4 1/2"</b>



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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

*John A. Brown & Edwin R. Brown, Capt. Ruin. dell' Adriatico 1199-1200*

Builder's name and yard number

*Cantiere Riuniti dell' Adriatico Vard No 1207.*

Owners

*Anglo American Oil Company Limited*

Fee £



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Foundation

*James J. Maguire.*