

Lloyd's Register of Shipping.

 Index. No. 36570
 (For London Office only).

18 JUL 1941

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name EMPIRE JET NN RECENT JAGUAR	Official Number 168683	Nationality and Port of Registry British Glasgow	Gross Tonnage 8133 M.O.T. 20.10.52.	Date of Build 1941	Port of Survey Glasgow
Moulded Dimensions: Length 460-64' Breadth 61-0 Depth 33-25					Date of Survey While building
Moulded displacement at moulded draught = 85 per cent. of moulded depth 17623 tons					Surveyor's Signature A. Dickenson
Coefficient of fineness for use with Tables .777					Particulars of Classification +100A-1 "Carrying Petroleum in bulk" Contemplated

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 33-25	(a) Where D is greater than Table depth (D - Table depth) R = $(33.32 - 30.71) 3 = +7.83$ 2.60	Moulded Breadth (B) 61-0'
Stringer plate ... -0.92"07	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓	Standard Round of Beam = $\frac{B \times 12}{50} =$ 14.64
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Nil ✓	If restricted by superstructures ✓	Ship's Round of Beam = 15"
Depth for Freeboard (D) = 33-32		Difference .36
		Restricted to ✓
		Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) =$ $\frac{.36}{4} \times .5884 =$ -.05

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ... Side 94-14 96.64			7-6"	-	96.64
overhang ... Centre 77-89					
Bridge enclosed ... Side 44-41'			7-6"	-	45.21
overhang aft ... Centre 46-06' 45.21					
overhang forward ... 3-54'		2.65			2.65
Forecastle ... 1-42'			7-6"	-	45.08
overhang ... 45-08'		45.08			
Trunk aft ...					
forward ...					
Tonnage opening aft ...					
forward ...					
Total ...	190.47	189.58			189.58

Standard Height of Superstructure **7-5**R.Q.D. **-**Deduction for complete superstructure **42"**Percentage covered $\frac{S}{L} =$ **41.35**
 $\frac{S_1}{L} =$ **41.16**
 $\frac{E}{L} =$ **41.16**
Percentage from Table, **Line A. Tanker 32.16**

(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 × 32.16 = -13.51**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	56.06	1		56.06	60.0"	60.00	1		60.00
$\frac{1}{4}$ L from A.P. ...	24.95	4		99.80	26.75"	26.75	4		107.00
$\frac{2}{4}$ L " ...	6.165	2		12.33	6.65"	6.63	2		13.26
Amidships ...	-	4		-	0	-	4		-
$\frac{3}{4}$ L from F.P. ...	12.33	2		24.66	12.75"	12.75	2		25.50
$\frac{4}{4}$ L " ...	49.90	4		199.60	50.63"	50.63	4		202.52
F.P. ...	112.13	1		112.13	114.0"	114.00	1		114.00
Total ...				504.58					522.28

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

aft of =

 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) =$ $\frac{17.70}{18} \left(\frac{.75 - .2068}{.5432} \right) =$ **-.53**
If limited on account of midship superstructure. **✓**If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. **✓**

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **33-32**Summer freeboard = **6-44**Moulded draught (d) = **26-88**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **6.72 = 6 $\frac{3}{4}$** Addition for Winter North Atlantic Freeboard (if required) = **6.72 + 4.61 = 11.33 = 11 $\frac{1}{4}$**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ **16786**

Tons per inch immersion at summer load water line

 $T =$ **57.66**Deduction = $\frac{\Delta}{40T}$ inches $=$ **$\frac{16786}{2106.4} = 7\frac{1}{4}$**

Full Dr. Full Disp (SW) T.P.I.

28-2" **17567** **58.07****26-8"** **16185** **57.34**

TABULAR FREEBOARD corrected for Plank Deck (if required)

Correction for coefficient

 $\frac{.777 + .68}{1.36} = \frac{1.457}{1.36} =$ **77.86****83.42**

Depth Correction ...

Deduction for superstructures ...

Sheer correction ...

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

7.83**-****-****-****-****-****-****7.83** **14.09** **-6.29**Summer Freeboard = **77.136**

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

Tropical Fresh Water Line above Centre of Disc ... **14"**Fresh Water Line " " ... **7 $\frac{1}{4}$ "**Tropical Line " " ... **6 $\frac{3}{4}$ "**Winter Line below " " ... **6 $\frac{3}{4}$ "**Winter North Atlantic Line " " ... **11 $\frac{1}{4}$ "**

Tropical Fresh Water Freeboard ...

Fresh Water " " ...

Tropical " " ...

Winter " " ...

Winter North Atlantic " " ...

6'-5 $\frac{1}{4}$ "**5'-3 $\frac{1}{4}$ "****5'-10"****5'-10 $\frac{1}{2}$ "****7'-0"****7'-4 $\frac{1}{2}$ "**

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 International Trade

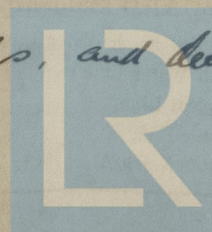
Names of sister ships DENBYDALE . DARKDALE

Builder's name and yard number BLYTHSWOOD S.B. Co. N° 63.

Owner MINISTRY OF SHIPPING

Est. Fee £ 18-0-0

Application for freeboard assignment attached
Plans of Midship Section, Profile and Decks, and Deck plan
enclosed for reference



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