

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name San. Veronica	Official Number 168369	Nationality and Port of Registry British London	Gross Tonnage 8188.97	Date of Build 1942	Port of Survey Beefast
Moulded Dimensions: Length 460 Breadth 59 Depth 34					Date of Survey during construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 17733 tons					Surveyor's Signature Wm. Balfour
Coefficient of fineness for use with Tables .791					Particulars of Classification +100 A1 Carrying Petroleum in bulk. (Cont. 1st)

Depth for Freeboard (D). Moulded depth ... 34 Stringer plate8007 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = \text{none}$ Depth for Freeboard (D) = 34.07	Depth correction. (a) Where D is greater than Table depth (D-Table depth) R = (34.07 - 30.67) 3 = +10.20" (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 3.40 If restricted by superstructures <input checked="" type="checkbox"/>	Round of Beam correction. Moulded Breadth (B) 59 Standard Round of Beam = $\frac{B \times 12}{50} = 14.16$ Ship's Round of Beam = 14 3/4 Difference .59 Restricted to <input checked="" type="checkbox"/> Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.59^2}{4} \times .5868 = -.09"$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equi...</i>	95.00	95.00	7-6	✓	95.00
„ overhang ...					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed <i>Equi...</i>	47.03	47.03	7-6	✓	47.03
„ overhang aft					
„ overhang forward					
F'cle enclosed	48.04	48.04	7-6	✓	48.04
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft					
„ „ forward					
Total	190.07	190.07			190.07

Standard Height of Superstructure	7.5'
„ „ R.Q.D.	✓
Deduction for complete superstructure	42"
Percentage covered $\frac{S}{L} =$	} 41.32
„ „ $\frac{S_i}{L} =$	
„ „ $\frac{E}{L} =$	
Percentage from Table, Line A. TANKER	32.32
(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 x .3232 =	-13.57

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	56.00	1		56.00	56.4	56.4	1		56.4
1/8 L from A.P. ...	24.92	4		99.68	25.0	25.0	4		100.0
1/8 L „ ...	6.16	2		12.32	6.2	6.2	2		12.4
Amidships ...	-	4		-	-	-	4		-
1/8 L from F.P. ...	12.32	2		24.64	12.4	12.4	2		24.8
1/8 L „ ...	49.84	4		199.36	50.0	50.0	4		200.0
F.P. ...	112.00	1		112.00	112.1	112.1	1		112.1
Total				504.00					505.7

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

Mean actual sheer forward =
Mean standard sheer forward = }

Length of enclosed superstructure forward of amidships =
L

„ „ aft of „ = } **Tanker.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{1.7}{18} (.75 - .2066) = -.05"$
 If limited on account of midship superstructure. ✓
 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 = 34.07 Summer freeboard = 6.71 Moulded draught (d) = 27.36 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.84 = 6 3/4" Addition for Winter North Atlantic Freeboard (if required) = 6.84 + 4.60 = 11.44 = 11 1/2"	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 16791$ Tons per inch immersion at summer load water line T = 56.41 Deduction = $\frac{\Delta}{40 T}$ inches = 7.44 = 7 1/2" 8A 8A T.P.1 28 17115 56.6 27 16439 56.2	TABULAR FREEBOARD <i>corrected for Fresh Deck (if required)</i> Correction for coefficient $\frac{.791 + .68}{1.36} = 1.471 / 1.36$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>10.20</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>13.57</td> </tr> <tr> <td>Sheer correction</td> <td>-</td> <td>.05</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>.09</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>10.20</td> <td>13.71</td> </tr> <tr> <td>Summer Freeboard =</td> <td colspan="2">80.54</td> </tr> </table>		+	-	Depth Correction	10.20	-	Deduction for superstructures	-	13.57	Sheer correction	-	.05	Round of Beam correction	-	.09	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		10.20	13.71	Summer Freeboard =	80.54	
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **W.L.**, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	14 1/4"	Tropical Fresh Water Freeboard	5' - 6 1/4"
Fresh Water Line	7 1/2"	Fresh Water	6' - 1"
Tropical Line	6 3/4"	Tropical	6' - 13/4"
Winter Line below	6 3/4"	Winter	7' - 3 1/4"
Winter North Atlantic Line	11 1/2"	Winter North Atlantic	7' - 8"

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.

Equivalent Bulkheads

Poop: 92.58' ✓
" front: $3.62 \times \frac{2}{3}$ 2.42' ✓
Equi. length. = 95.00' ✓

Bridge: 44.00' ✓
" front: $4.54 \times \frac{2}{3}$ 3.03' ✓
Equi. length. = 47.03' ✓

omit

omit

Trade of ship. Ocean going tanker

Names of sister ships. Not a duplicate of previous vessels, but as regard form dimensions same as 1052 etc.

Builder's name and yard number. Harland & Wolff 27090

Owners. Eagle Oil Co. Ltd

Fee £



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Foundation