

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

**DELWIND**

Ship's Name <b>MUTLAH</b>	Official Number <b>181560</b> <b>1831</b>	Nationality and Port of Registry <b>LIBERIAN</b> <b>British</b> <b>MONROVIA</b> <b>London</b>	Gross Tonnage <b>6652</b>	Date of Build <b>1946</b>	Port of Survey <b>Glasgow</b>
Moulded Dimensions: Length <b>410.0'</b> Breadth <b>55'-0"</b> Depth <b>37'-0"</b> to Upper Deck <b>10 centre of rudder block 410.63</b> Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>15410</b> tons Coefficient of fineness for use with Tables <b>759</b>				Date of Survey <b>Whilst building</b> Surveyor's Signature <b>A.B. Book</b> Particulars of Classification <b>100A-1</b> with freeboard to a summer moulded draft of <b>27'-1"</b> (contemplated)	

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... <b>37.0'</b>	(a) Where D is greater than Table depth $(D - \text{Table depth}) R = (37.07 - 27.37) \times 3 = +29.10"$	Moulded Breadth (B) <b>55.0'</b> Standard Round of Beam = $\frac{B \times 12}{50} = 13.20"$ Ship's Round of Beam <b>13.5"</b> = <b>13.50"</b> Difference <b>.30"</b> Restricted to <b>-</b> Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{.30}{4} \times .9184 = -.07"$
Stringer plate ... <b>6.2"</b> ... <b>.95"</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>-</b>	
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = .21 \times 36.5 = 7.665$ <b>410.63</b>	If restricted by superstructures <b>-</b>	
Depth for Freeboard (D) = <b>37.07</b>		

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Peep enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<b>33.5'</b>	<b>33.50</b>	<b>7.0'</b>	<b>7.0/7.5</b>	<b>31.27</b>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<b>33.50'</b>	<b>33.50</b>			<b>31.27</b>

Standard Height of Superstructure **7.5'**  
R.Q.D. **-**  
Deduction for complete superstructure **42.00"**  
Percentage covered  $\frac{S}{L} = 8.16$   
 $\frac{S_1}{L} = 8.16$   
 $\frac{E}{L} = 7.62$   
Percentage from Table, Line A. **3.81**  
(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 .0381 = -1.60"**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>51.06</b>	1		<b>51.06</b>	<b>60.00</b>	<b>60.00</b>	1		<b>60.00</b>
$\frac{1}{4}$ L from A.P. ...	<b>22.725</b>	4		<b>90.90</b>	<b>26.75</b>	<b>26.75</b>	4		<b>107.00</b>
$\frac{2}{4}$ L ...	<b>5.615</b>	2		<b>11.23</b>	<b>6.75</b>	<b>6.75</b>	2		<b>13.50</b>
Amidships ...	<b>0</b>	4		<b>-</b>	<b>-</b>	<b>-</b>	4		<b>-</b>
$\frac{3}{4}$ L from F.P. ...	<b>11.235</b>	2		<b>22.47</b>	<b>13.25</b>	<b>13.25</b>	2		<b>26.50</b>
$\frac{1}{4}$ L ...	<b>45.45</b>	4		<b>181.80</b>	<b>52.50</b>	<b>52.50</b>	4		<b>210.00</b>
F.P. ...	<b>102.13</b>	1		<b>102.13</b>	<b>118.00</b>	<b>118.00</b>	1		<b>118.00</b>
Total ...				<b>495.59</b>					<b>535.00</b>

Mean actual sheer aft = **> 1**  
Mean standard sheer aft = **> 1**  
Mean actual sheer forward = **> 1**  
Mean standard sheer forward = **> 1**  
Length of enclosed superstructure forward of amidships = **Nil.**  
aft of **Nil.**  
Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{75.41(75 - .0408)}{18} = -2.97"$   
If limited on account of midship superstructure. **Yes; no allowance**  
If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. **-**

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>37.05</b> Summer freeboard = <b>9.98</b> Moulded draught (d) = <b>27.07</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.77 = 6<math>\frac{3}{4}</math>"</b> Addition for Winter North Atlantic Freeboard (if required) = <b>-</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta = 13186$ Tons per inch immersion at summer load water line $T = 45.82$ Deduction = $\frac{\Delta}{40 T}$ inches = $\frac{13186}{40 \times 45.82} = 7.19 = 7\frac{1}{4}"$ Draft Displ. (S.W.) T.P.I. 26'-6" 12710 45.9 27'-0" 13040 45.72 27'-6" 13310 45.55	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $.759 + .68 = 1.439 / 1.36$ Depth Correction ... <b>29.10</b> Deduction for superstructures ... <b>1.60</b> Sheer correction ... <b>-</b> Round of Beam correction ... <b>.07</b> Correction for Thickness of Deck amidships ... <b>.24</b> Other corrections, scantlings, etc. <b>6 corrected</b> With a summer moulded draught of <b>27'-1"</b> Summer Freeboard = <b>119.75</b>	<b>76.27</b> <b>80.70</b> <b>82.8</b> <b>12.11.46</b> <b>+39.05</b>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~W~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	... <b>14"</b>	Tropical Fresh Water Freeboard	... <b>9'-11<math>\frac{3}{4}</math>"</b>
Fresh Water Line	... <b>7<math>\frac{1}{4}</math>"</b>	Fresh Water	... <b>8'-9<math>\frac{3}{4}</math>"</b>
Tropical Line	... <b>6<math>\frac{3}{4}</math>"</b>	Tropical	... <b>9'-4<math>\frac{1}{2}</math>"</b>
Winter Line below	... <b>6<math>\frac{3}{4}</math>"</b>	Winter	... <b>9'-5"</b>
Winter North Atlantic Line	... <b>-</b>	Winter North Atlantic	... <b>10'-6<math>\frac{1}{2}</math>"</b>



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.....

Names of sister ships....."MARJATA", "KALLADA" etc built by Messrs Charles Connell & Co L<sup>td</sup>.....

Builder's name and yard number.....Charles Connell & Co L<sup>td</sup> N°453 ✓.....

Owners.....James Nourse L<sup>td</sup>.....

Fee £.....17.....0.....0.....

The approved plans of "MARJATA" (N°452) are applicable to this vessel.



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Foundation