

LLOYD'S REGISTER OF SHIPPING
UNITED WITH THE BRITISH CORPORATION REGISTER
SURVEYS FOR FREEBOARD
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received

Index No.

Govt. Copy

Owners C11

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
"GEORGE" Denny's No 1460		Liberian Monrovia	7,200 (approx.)	1953
Moulded Dimensions: Length <u>460-0</u> Breadth <u>63-0</u> Depth <u>30'-9" + 40'-3" /</u> Freeboard Length <u>460'-9"</u> Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>U.D.K. 15,060</u> (excluding bossing) <u>S.D.K. 20,600</u> tons Coefficient of fineness for use with Tables <u>.695</u>				
Port of Survey <u>Glasgow</u> Date of Survey <u>while building</u> Surveyor's Signature <u>Wm. Alcock</u> Particulars of Classification <u>100A1</u> <u>Sanctions suitable for med. draught 28'-6"</u> <u>(Contemplated)</u>				

DEPTH FOR FREEBOARD (D).

Moulded depth	...	...	...	30.75
Stringer plate	...	...	4.0	.03
Wood Sheathing on exposed deck				none

$T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 30.78

> 6' k

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D-Table depth) R =
 $(30.78 - 30.71) \times 3 = +0.21''$
0.07

(b) Where D is less than Table depth (if allowed)
(Table depth-D) R =

/

If restricted by superstructures

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) 63.0

Standard Round of Beam = $\frac{B \times 12}{50} = 15.12$

Ship's Round of Beam = 15.75 $15\frac{3}{4}$ "

Difference .63

Restricted to

Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.63}{4} \times .005 = \text{NIL}$

		DEDUCTION FOR SUPERSTRUCTURE			
		Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Effective Length (E)
Poop enclosed ...	39'-9"	39.75	8'-6"	39.75	
" overhang ...	6"	.25		.25	
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...	416'-0"	416.00	9'-6"	416.00	
" overhang forward ...					
F'cle enclosed ...					
" overhang ...	3"	.19		.19	
Trunk aft ...					
" forward ...					
Tonnage hatch opening aft ...	4'-3"	2.28		2.28	
" " / forward ...					
Total ...	460'-9"	458.47		458.47	

RES.

Standard Height of Superstructure 7.5' ✓

" " R.Q.D. -

Deduction for complete superstructure 42" ✓

Percentage covered $\frac{S}{L} = 100$ ✓

" " $\frac{S_1}{L} = \left. \begin{array}{l} \\ E \\ L \end{array} \right\} 99.50$ ✓

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

Percentage from Table, Line A. & B. 99.38

(corrected for absence of forecastle (if required))

Percentage from Table, Line B.

(corrected for absence of forecastle (if required))

Interpolation for bridge less than $\cdot 2L$ (if required)

Deduction = $42 \times 99.38 = 41.74$.

Shelter Book					SHEER CORRE		
Station	Standard Ordnate	S M	Product	Actual Ordnate +24	Effective Ordnate	S M	Product
A.P. ...	56.08	1	56.08	60.0	84.00	1	84.00
$\frac{1}{8}$ L from A.P. ...	24.95	4	99.80	27.0	37.38	4	149.52
$\frac{2}{8}$ L " ...	6.17	2	12.34	7.25	9.24	2	18.48
Amidships ...	0	4	0	0	0	4	0
$\frac{3}{8}$ L from F.P. ...	12.34	2	24.68	13.63	15.84	2	31.68
$\frac{4}{8}$ L " ...	49.91	4	199.64	54.0	64.08	4	256.32
F.P. ...	112.15	1	112.15	120.0	144.00	1	144.00
Total ...			504.69	+24			684.00

47
 TION.
 Mean actual sheer aft = *Shelter deck shears at side.*
 Mean standard sheer aft =
 Mean actual sheer forward =
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships = *Excess.*
 " " aft of " = *CSS.*
 5 = -2.49
 If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.
Upper deck shears at side.

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{179.31}{18} \times .25 = -2.49$$

If limited on account of midship superstructure.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

	Ft.
Depth to Freeboard Deck	= 30.78
Summer freeboard	= 3.96
Moulded draught (d)	= 26.82
Keel allowance	=
Extreme draught	=
Deduction for Tropical freeboard and addition for	=
Winter freeboard = $\frac{d}{4}$ inches	= 6.71 = 6 $\frac{3}{4}$
Addition for Winter North Atlantic Freeboard (if required)=	

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 15,620$ (27)
 $16,640$ (28)

Tons per inch immersion at summer load water line

$T = 56.0$ (27)
 56.65 (28)

Deduction = $\frac{\Delta}{40 T}$ inches

$= \frac{15550}{55.86 \times 40}$

$= 6.96 = 7"$

TABULAR FREEBOARD corrected for Flush Deck (if required)				90.43
Correction for coefficient				91.42
$\frac{.695 + .68}{1.36} = 1.375$				
Depth Correction	...	...	...
Deduction for superstructures	...	...	...
Sheer correction	...	...	...
Round of Beam correction	...	...	...
Correction for Thickness of Deck amidships	...	...	...
Other corrections, scantlings, etc.	...	...	...
$.21 \quad 44.23 - 44.02$				
Summer Freeboard =				47.40

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

Tropical Fresh Water Line above Centre of Disc	...	13 ³ / ₄ "
Fresh Water Line	"	7"
Tropical Line	"	6 ³ / ₄ "
Winter Line below	"	6 ³ / ₄ "
Winter North Atlantic Line	"	...

Tropical Fresh Water Freeboard	2' - 9 3/4"
Fresh Water	3' - 4 1/2"
Tropical	3' - 4 3/4"
Winter	4' - 6 1/4"
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

International

Names of sister ships

Denny 1461, 1468.

Builder's name and yard number

Wm Denny & Bros. Ltd. 1460

Owners

A.G. Pappadakis.

Fee £

with 72.

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)



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Foundation