

Preliminary of Ore Carrier with Trunks and Steamer FEOS. TANKER

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
 Index No.
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| | | | | | |
|---|---------------------------------|---|---|----------------------|--|
| Ship's Name "STANBELL" | Official Number | Nationality and Port of Registry | Gross Tonnage | Date of Build | Port of Survey |
| Moulded Dimensions: Length 477.71' Breadth 68.00' Depth 36.00' | Freeboard Length 477.71' | Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 756 tons | Coefficient of fineness for use with Tables .756 | Surveyor's Signature | Particulars of Classification +100A1 (Ore Carrier Contemplated) |

| DEPTH FOR FREEBOARD (D). | DEPTH CORRECTION. | ROUND OF BEAM CORRECTION. |
|--|--|--|
| Moulded depth ... 36.00 | (a) Where D is greater than Table depth (D-Table depth) R = (36.07 - 31.85) 3.0 = +12.66' | Moulded Breadth (B) 68.00 |
| Stringer plate07 | (b) Where D is less than Table depth (if allowed) (Table depth-D) R = | Standard Round of Beam = $\frac{B \times 12}{50} = 16.32$ |
| Wood Sheathing on exposed deck | If restricted by superstructures | Ship's Round of Beam = 17.00 |
| $T \left(\frac{L-S}{L} \right) =$ | | Difference .68 |
| Depth for Freeboard (D) = 36.07 | | Restricted to |
| | | Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S}{L} \right) = \frac{.68^2}{4} \times .973 = -.08'$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S) | Height | Height Correction | Effective Length (E) | |
|-----------------------------|-------------------------|--------------------------------|--------|-------------------|----------------------|---|
| Poop enclosed (equiv) ... | 114.06 | 114.06 | 7.5 | - | 114.06 | Standard Height of Superstructure 7.5' |
| " overhang ... | | | | | | " " R.Q.D. ✓ |
| R.Q.D. enclosed ... | | | | | | Deduction for complete superstructure 42.00' |
| " overhang ... | | | | | | Percentage covered $\frac{S}{L} = 31.10$ ✓ |
| Bridge enclosed ... | | | | | | " " $\frac{E}{L} = 15.27$ ✓ |
| " overhang aft ... | | | | | | Percentage from Table, Line A. 39.38 ✓ |
| " overhang forward ... | | | | | | (corrected for absence of forecastle (if required)) |
| Fore enclosed ... | 34.50 | 34.50 | 7.5 | - | 34.50 | Percentage from Table, Line B. |
| " overhang ... | | | | | | (corrected for absence of forecastle (if required)) |
| Trunk aft ... 732.14 | | 115.50 | 7.5 | - | 115.50 | Interpolation for bridge less than 2L (if required) |
| " forward ... | | | | | | Deduction = $42.00 \times \frac{39.38}{100} = -16.54$ |
| Tonnage opening aft ... | | | | | | .4680 = -19.66' ✓ |
| " " forward ... | | | | | | |
| Total ... | 148.56 | 264.06 | | | 264.06 | |

SHEER CORRECTION.

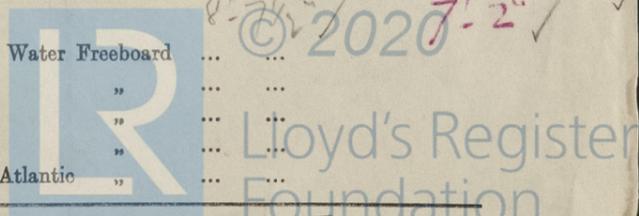
| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|------------------------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|
| A.P. ... | | 1 | | | | | 1 | | |
| $\frac{1}{4}L$ from A.P. ... | | 4 | | | | | 4 | | |
| $\frac{2}{4}L$ " ... | | 2 | | | | | 2 | | |
| Amidships ... | 0 | 4 | 0 | 0 | 0 | 0 | 4 | 0 | 0 |
| $\frac{2}{4}L$ from F.P. ... | | 2 | | | | | 2 | | |
| $\frac{1}{4}L$ " ... | | 4 | | | | | 4 | | |
| F.P. ... | | 1 | | | | | 1 | | |
| Total ... | | | | 519.94 | | | | | 323.87 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{196.07}{18} \left(.75 - \frac{.5945}{18} \right) = +6.48$ ✓
 If limited on account of midship superstructure. If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

| <p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = 36.07 Ft.</p> <p>Summer freeboard = 8.63</p> <p>Moulded draught (d) = 27.44</p> <p>Keel allowance =</p> <p>Extreme draught =</p> <p>Deduction for Tropical freeboard and addition for =</p> <p>Winter freeboard = $\frac{d}{4}$ inches =</p> <p>Addition for Winter North Atlantic Freeboard (if required) =</p> | <p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$</p> <p>Tons per inch immersion at summer load water line</p> <p>T =</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches</p> | <p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient $\frac{.756 + .68}{1.36} = 1.436$</p> <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>12.66</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>16.54</td> </tr> <tr> <td>Sheer correction</td> <td>6.48</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>.08</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>Summer Freeboard</td> <td>19.14</td> <td>16.62</td> </tr> </table> <p>Summer Freeboard = 103.48</p> | | + | - | Depth Correction | 12.66 | - | Deduction for superstructures | - | 16.54 | Sheer correction | 6.48 | - | Round of Beam correction | - | .08 | Correction for Thickness of Deck amidships | - | - | Other corrections, scantlings, etc. | - | - | Summer Freeboard | 19.14 | 16.62 |
|--|--|--|--|---|---|------------------|-------|---|-------------------------------|---|-------|------------------|------|---|--------------------------|---|-----|--|---|---|-------------------------------------|---|---|------------------|-------|-------|
| | + | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Depth Correction | 12.66 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Deduction for superstructures | - | 16.54 | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheer correction | 6.48 | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Round of Beam correction | - | .08 | | | | | | | | | | | | | | | | | | | | | | | | |
| Correction for Thickness of Deck amidships | - | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Other corrections, scantlings, etc. | - | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Summer Freeboard | 19.14 | 16.62 | | | | | | | | | | | | | | | | | | | | | | | | |

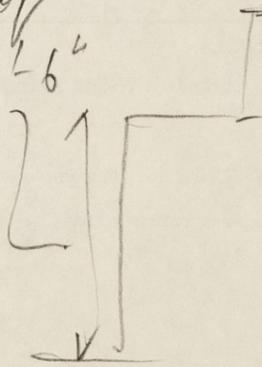
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

| | |
|--|------------------------------------|
| Tropical Fresh Water Line above Centre of Disc ... | Tropical Fresh Water Freeboard ... |
| Fresh Water Line " " ... | Fresh Water " " ... |
| Tropical Line " " ... | Tropical " " ... |
| Winter Line below " " ... | Winter " " ... |
| Winter North Atlantic Line " " ... | Winter North Atlantic " " ... |



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.

Height of
trunk 7'-6"



Hatch coaming
more than 2' high

7'-6" can
be used
with compm.

Trade of ship

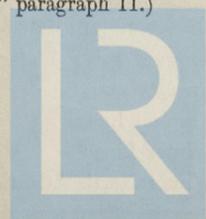
Names of sister ships

Builder's name and yard number

Owners

Fee £ : :

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



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