

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

N<sup>o</sup> 33826(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER.~~)

*Handwritten:* KELANTAN

Ship's Name <b>STANBELL EMPIRE BERESFORD</b>	Official Number <b>2016 180052</b>	Nationality and Port of Registry <b>BRITISH SUNDERLAND Monrovia</b>	Gross Tonnage <b>10341 9804</b>	Date of Build
Moulded Dimensions: Length <b>477.71</b> Breadth <b>68.00</b> Depth <b>36.00</b>				Port of Survey <b>Sunderland</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>21467</b> tons				Date of Survey <b>During Construction</b>
Coefficient of fineness for use with Tables <b>.76 .756</b>				Surveyor's Signature <b>W. B. Huller</b>
				Particulars of Classification <b>+100A.1. Carrying Petroleum in Bulk (Contemplated)</b>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>36.00</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>(36.07-31.85) * 3 = +12.66</b>	Moulded Breadth (B) <b>68.00</b>
Stringer plate ... .. <b>82.. .07</b>	<b>4.22</b>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>16.32</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>✓</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>✓</b>	Ship's Round of Beam = <b>17"</b>
Depth for Freeboard (D) = <b>36.07</b>	If restricted by superstructures <b>✓</b>	Difference <b>.68</b>
		Restricted to <b>✓</b>
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.68}{4} \times .689 = -.12$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	<b>114.05</b>	<b>114.06</b>	<b>7.5</b>	<b>-</b>	<b>114.06</b>
„ overhang ... ..					
R.Q.D. enclosed ... ..					
„ overhang ... ..					
Bridge enclosed ... ..					
„ overhang aft ... ..					
„ overhang forward ... ..					
F'cle enclosed ... ..	<b>34.50</b>	<b>34.50</b>	<b>7.5</b>	<b>-</b>	<b>34.50</b>
„ overhang ... ..					
Trunk aft ... ..					
„ forward ... ..					
Tonnage opening aft ... ..					
„ „ forward ... ..					
Total ... ..	<b>148.55</b>	<b>148.56</b>			<b>148.56</b>

Standard Height of Superstructure **7.5'**

„ „ R.Q.D. **✓**

Deduction for complete superstructure **42"**

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

„ „  $\frac{S_1}{L} =$  **31.10**

„ „  $\frac{E}{L} =$

Percentage from Table, **Line A. Tanker 22.10**  
(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 \* 22.1 = - 9.28.**

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..	<b>57.77</b>	<b>1</b>	<b>57.77</b>	<b>46 3/8</b>	<b>46.12</b>	<b>1</b>	<b>46.12</b>
1/8 L from A.P. ... ..	<b>25.71</b>	<b>4</b>	<b>102.84</b>	<b>21</b>	<b>21.00</b>	<b>4</b>	<b>84.00</b>
3/8 L „ ... ..	<b>6.355</b>	<b>2</b>	<b>12.71</b>	<b>5 5/8</b>	<b>5.625</b>	<b>2</b>	<b>11.25</b>
Amidships ... ..	<b>-</b>	<b>4</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>4</b>	<b>-</b>
5/8 L from F.P. ... ..	<b>12.71</b>	<b>2</b>	<b>25.42</b>	<b>6 3/4</b>	<b>6.75</b>	<b>2</b>	<b>13.50</b>
7/8 L „ ... ..	<b>51.415</b>	<b>4</b>	<b>205.66</b>	<b>26 3/4</b>	<b>26.75</b>	<b>4</b>	<b>107.00</b>
F.P. ... ..	<b>115.54</b>	<b>1</b>	<b>115.54</b>	<b>62</b>	<b>62.00</b>	<b>1</b>	<b>62.00</b>
Total ... ..			<b>519.94</b>				<b>323.87</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{196.07}{18} \left( .75 - \frac{.1555}{2} \right) = +6.48$

If limited on account of midship superstructure. **✓**

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

L

„ „ aft of „ =

If limited to maximum allowance of 1 1/2 ins. per 100 ft. **✓**

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line $\Delta = 19555$	Correction for coefficient $\frac{756 + .68}{1.36} = \frac{1.436}{1.36}$	<b>82.13</b>
Depth to Freeboard Deck = <b>36.07</b> Ft.	Tons per inch immersion at summer load water line <b>T = 65.2</b>	Depth Correction ... .. <b>12.66</b>	<b>86.72</b>
Summer freeboard = <b>8.04</b>	Deduction = $\frac{\Delta}{40 T}$ inches <b>= 7.50</b> <b>= 7 1/2</b>	Deduction for superstructures ... .. <b>- 9.28</b>	
Moulded draught (d) = <b>28.03</b>		Sheer correction ... .. <b>6.48</b>	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>7.01 = 7"</b>		Round of Beam correction ... .. <b>- .12</b>	
Addition for Winter North Atlantic Freeboard (if required) = <b>7.01 + 4.78 = 11.79 = 11 3/4"</b>		Correction for Thickness of Deck amidships ... .. <b>-</b>	
		Other corrections, scantlings, etc. ... .. <b>-</b>	
		<b>19.14</b> <b>9.40</b> <b>+ 9.74</b>	
		Summer Freeboard = <b>96.46</b>	

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

Tropical Fresh Water Line above Centre of Disc ... .. <b>14 1/2"</b>	Tropical Fresh Water Freeboard ... .. <b>6' 10"</b>
Fresh Water Line „ „ ... .. <b>7 1/2"</b>	Fresh Water „ „ ... .. <b>7' 5"</b>
Tropical Line „ „ ... .. <b>7"</b>	Tropical „ „ ... .. <b>7' 5 1/2"</b>
Winter Line below „ „ ... .. <b>7"</b>	Winter „ „ ... .. <b>8' 7 1/2"</b>
Winter North Atlantic Line „ „ ... .. <b>11 3/4"</b>	Winter North Atlantic „ „ ... .. <b>9' 0 1/4"</b>



*Helantan*

*EMPIRE BERESFORD*

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.

Displacement at 28'3" draft = 19547 tons

Tons Per Inch = 65.2.

Poop. Equivalent length.

$$\begin{array}{r} 12.04 \times 6.125 = 73.74 \\ \frac{1}{2} \times 20.79 \times 6.125 = 63.67 \\ 32.83 \quad \underline{137.41} \\ \quad \quad 4.185 \\ \quad \quad \underline{109.875} \\ \quad \quad 114.06 \end{array}$$

$$\begin{array}{r} 6.125 \\ 4.185 \\ \hline 1.940 \end{array}$$

$$\begin{array}{r} 1.94 \\ 327.21 \\ 34.50 \\ \hline 114.06 \\ \hline 477.11 \end{array}$$

Trade of ship

Names of sister ships *SS. THAMESFIELD Sld Rpt No. 33797*

Builder's name and yard number *Messrs. Sir James Laing & Son Ltd Yard No. 753*

Owners *Ministry of War Transport*

Fee £ *20.*

*Will be charged on F.E. report.*



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