

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name REGENT TIGER.	Official Number 180979	Nationality and Port of Registry British London.	Gross Tonnage 9960	Date of Build 1946	Port of Survey NEWCASTLE-ON-TYNE
Moulded Dimensions: Length 500.71 Breadth 64.0 Depth 35.75 <i>10 inches of rudder stock</i>					Date of Survey During Construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 21841 tons					Surveyor's Signature G. Buchanan
Coefficient of fineness for use with Tables .7521					Particulars of Classification +100 A1 Carrying Petroleum in Bulk

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 35.75	(a) Where D is greater than Table depth (D - Table depth) R = $(35.82 - 33.38) \times 3 = +7.32$ 2.44	Moulded Breadth (B) 64.0
Stringer plate04	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = -	Standard Round of Beam = $\frac{B \times 12}{50} = 16.08$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ -	If restricted by superstructures -	Ship's Round of Beam = 14.00
Depth for Freeboard (D) = 35.82		Difference .92
		Restricted to -
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.92}{4} \times .5541 = -.13$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	110.92	110.92	4'-6"	-	110.92
„ overhang ...	-	-	-	-	-
R.Q.D. enclosed ...	-	-	-	-	-
„ overhang ...	-	-	-	-	-
Bridge enclosed 44.55	44.55	44.55	4'-6"	-	44.55
„ overhang aft ...	-	-	-	-	-
„ overhang forward ...	-	-	-	-	-
F'cle enclosed ...	67.83	67.83	4'-6"	-	67.83
„ overhang ...	-	-	-	-	-
Trunk aft ...	-	-	-	-	-
„ forward ...	-	-	-	-	-
Tonnage opening aft ...	-	-	-	-	-
„ „ forward ...	-	-	-	-	-
Total ...	223.30	223.30			223.30

Standard Height of Superstructure **7.50'**
R.Q.D. **-**
Deduction for complete superstructure **42.00"**
Percentage covered $\frac{S}{L} =$ **44.59**
Percentage from Table, Line A. **Tanker 35.59**
(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 .3559 = -14.95"**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	60.07	1	60.07	61.81	61.81	1	61.81	1	61.81
$\frac{1}{2}$ L from A.P. ...	26.73	4	106.92	27.68	27.68	4	110.72	4	110.72
$\frac{2}{3}$ L „ ...	6.61	2	13.22	7.00	7.00	2	14.00	2	14.00
Amidships ...	-	4	-	-	-	4	-	4	-
$\frac{2}{3}$ L from F.P. ...	13.215	2	26.43	13.12	13.12	2	26.24	2	26.24
$\frac{1}{2}$ L „ ...	53.465	4	213.86	53.75	53.75	4	215.00	4	215.00
F.P. ...	120.14	1	120.14	120.87	120.87	1	120.87	1	120.87
Total ...			540.64				548.64		548.64

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 = **TANKER**
aft of **=**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8.00}{18} (.75 - .2230) = -.23$
If limited on account of midship superstructure. **5270** If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 35.82 Summer freeboard = 7.02 Moulded draught (d) = 28.80 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 7.20 = 7$\frac{1}{4}$" Addition for Winter North Atlantic Freeboard (if required) = 7.20 + 5.01 = 12.21 = 12$\frac{1}{4}$"	Deduction for Fresh Water. <i>See over</i> Displacement in salt water at summer load water line $\Delta =$ 20793 Tons per inch immersion at summer load water line $T =$ 67.07 Deduction = $\frac{\Delta}{40 T}$ inches = 7.75 = 7$\frac{3}{4}$"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient 7.51 + .68 = 8.19 Depth Correction ... 7.32 Deduction for superstructures ... 14.95 Sheer correction23 Round of Beam correction13 Correction for Thickness of Deck amidships ... - Other corrections, scantlings, etc. ... - 7.32 + 15.31 = 22.63 Summer Freeboard = 84.24
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	... 15	Tropical Fresh Water Freeboard	... 7'-0 $\frac{1}{4}$ "
Fresh Water Line	... 7 $\frac{3}{4}$ "	Fresh Water	... 5'-9 $\frac{1}{4}$ "
Tropical Line	... 7 $\frac{1}{4}$ "	Tropical	... 6'-4 $\frac{1}{2}$ "
Winter Line below	... 7 $\frac{1}{4}$ "	Winter	... 6'-5"
Winter North Atlantic Line	... 12 $\frac{1}{4}$ "	Winter North Atlantic	... 7'-7 $\frac{1}{2}$ "

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.

Bridge

47.62
38.40
9.22

38.40

6.11' = $\frac{2}{3} \times 9.22$
47.55 = equi mld

1946

London

REGENT TIGER

32.72

64.0

200.41

218.41

72.5

32.72

64.0

32.85

7.6

110.95

7.6

7.6

64.83

External displacement & T.P.

29'-0" mld	= 20873 tons.	64.11	Tons.
28'-9" "	= 20672 "	64.00	"
28'-6" "	= 20471 "	66.88	"

Trade of ship

Carrying Petroleum in Bulk.

Names of sister ships

NONE.

Builder's name and yard number

Swan Hunter & Wigham Richardson & Co Ltd. Wallsend yard N° 1443

Owners

Messrs C.T. Bowring & Co Ltd.

Fee £

20 0 0



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Foundation