

Norman Prince 36234  
 Lancasterian Prince 36275  
 Tudor Prince

T.O. closed (W.E.)

 Index No. 36364  
 (For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>STUART PRINCE</b>	Official Number <b>168022</b>	Nationality and Port of Registry <b>British, London</b>	Gross Tonnage	Date of Build <b>1940</b>	Port of Survey
Moulded Dimensions: Length <b>300.00'</b> Breadth <b>44.0'</b> Depth <b>26.50'</b> <i>to centre of stock</i>			Date of Survey <b>3.4.31</b>		
Moulded displacement at moulded draught = 85 per cent. of moulded depth			Surveyor's Signature		
Coefficient of fineness for use with Tables <b>72.5 (estimated)</b>			Particulars of Classification <b>+ 100 A1 with freeboard</b>		

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>26.5</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(26.53 - 20.00) x 2.308 = +15.07"</b>	Moulded Breadth (B) <b>44.00</b>
Stringer plate ... <b>- 34</b>	(b) Where D is less than Table depth (if allowed) <b>✓</b> (Table depth - D) R = <b>6.53</b>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>10.56</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>✓</b>	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>11.00</b>
Depth for Freeboard (D) = <b>26.53</b>		Difference <b>0.44</b>
		Restricted to <b>✓</b>
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.44}{4} \times .6973 = -.08"$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<b>65.29</b>	<b>65.29</b>	<b>7.5</b>	<b>✓</b>	<b>65.29</b>
" overhang aft ...	<b>3.17</b>	<b>1.59</b>			<b>1.59</b>
" overhang forward ...					
Fore enclosed ...	<b>23.92</b>	<b>23.92</b>	<b>7.0</b>	<b>✓</b>	<b>23.92</b>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	<b>92.38</b>	<b>90.80</b>			<b>90.80</b>

Standard Height of Superstructure <b>6.5'</b>	
" " R.Q.D. <b>✓</b>	
Deduction for complete superstructure <b>35.33"</b>	
Percentage covered $\frac{S}{L} =$ <b>30.79</b>	
" " $\frac{S_1}{L} =$ <b>30.27</b>	
" " $\frac{E}{L} =$ <b>30.27</b>	
Percentage from Table, Line A. <b>✓</b>	
(corrected for absence of forecastle (if required)) <b>✓</b>	
Percentage from Table, Line B. <b>14.22</b>	
(corrected for absence of forecastle (if required)) <b>✓</b>	
Interpolation for bridge less than 2L (if required) <b>✓</b>	
Deduction = <b>35.33 x .1922 = -6.79"</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
P. ...	<b>40.00</b>	<b>1</b>		<b>40.00</b>	<b>44.00</b>	<b>44.00</b>	<b>1</b>		<b>44.00</b>
from A.P. ...	<b>17.80</b>	<b>4</b>		<b>71.20</b>	<b>18.50</b>	<b>18.50</b>	<b>4</b>		<b>74.00</b>
" " ...	<b>4.40</b>	<b>2</b>		<b>8.80</b>	<b>4.75</b>	<b>4.75</b>	<b>2</b>		<b>9.50</b>
amidships ...	<b>-</b>	<b>4</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>		<b>-</b>
from F.P. ...	<b>8.80</b>	<b>2</b>		<b>17.60</b>	<b>8.50</b>	<b>8.50</b>	<b>2</b>		<b>17.00</b>
" " ...	<b>35.60</b>	<b>4</b>		<b>142.40</b>	<b>35.50</b>	<b>35.50</b>	<b>4</b>		<b>142.00</b>
F.P. ...	<b>80.00</b>	<b>1</b>		<b>80.00</b>	<b>83.00</b>	<b>83.00</b>	<b>1</b>		<b>83.00</b>
Total ...				<b>360.00</b>					<b>369.50</b>

 Mean actual sheer aft = **Excess**  
 Mean standard sheer aft

 Mean actual sheer forward = **Excess**  
 Mean standard sheer forward

 Length of enclosed superstructure forward of amidships = **.0714**

 " " aft of " = **> .1**

 Correction =  $\frac{\text{Difference between sums of products}}{18} = \frac{9.50}{18} = .527$   
 If limited on account of midship superstructure.  $.31 \times .174 = .054$ 

 If limited to maximum allowance of 1½ ins. per 100 ft. **✓**

 Deduction for Tropical Freeboard.  
 Addition for Winter and Winter North Atlantic Freeboard.

 Depth to Freeboard Deck = **26.53**  
 Summer freeboard = **6.75**  
 Moulded draught (d) = **19.78**

 Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = **4.95 = 5"**  
 Addition for Winter North Atlantic Freeboard (if required) = **7"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$  **5380**

Tons per inch immersion at summer load water line

 T = **26.56**

 Deduction =  $\frac{\Delta}{40T}$  inches = **5.07**  
**5"**

TABULAR FREEBOARD corrected for Fresh Deck (if required)

 Correction for coefficient **72.54 x .68 = 1.405/1.36**

 Depth Correction ... **15.07**

 Deduction for superstructures ... **6.79**

 Sheer correction ... **.27**

 Round of Beam correction ... **.08**

Correction for Thickness of Deck amidships ...

 Other corrections, scantlings, etc. **to correct**

to a summer moulded draught of 19'-4 1/4 (19'-9 3/8" actual)

 Summer Freeboard = **81.00**

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

Tropical Fresh Water Line above Centre of Disc ...	<b>16"</b>
Fresh Water Line " " ...	<b>5"</b>
Tropical Line " " ...	<b>5"</b>
Winter Line below " " ...	<b>5"</b>
Winter North Atlantic Line " " ...	<b>7"</b>

Tropical Fresh Water Freeboard ...	<b>5'-11"</b>
Fresh Water " " ...	<b>6'-4"</b>
Tropical " " ...	<b>6'-4"</b>
Winter " " ...	<b>7'-2"</b>
Winter North Atlantic " " ...	<b>7'-4"</b>

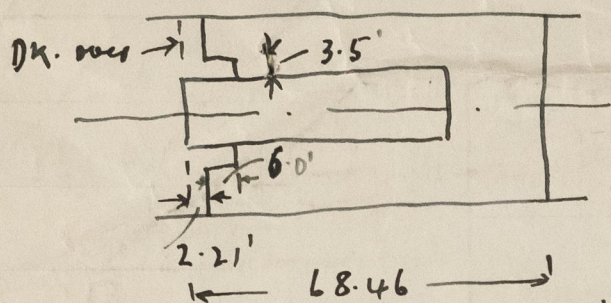
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A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.



Recess  $2 \times 6.0' \times 3.5'$   
 $\frac{44.20}{44.20}$

Equip overhang

66.25'  
- .96  
65.29  
+ .96  
+ 1.21  
67.46

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £



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