

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

GRK. REPORT N° 22348.

Ship's Name **SELECTOR**
EX(EMPIRE SERVICE)

Official Number **169506**

Nationality and Port of Registry **BRITISH GREENOCK**

Gross Tonnage **APPROX 7000**
7066.83

Date of Build **1943**

Port of Survey **GREENOCK**

Date of Survey **WHILE BUILDING 1943**

Surveyor's Signature **Kenneth Inglis**

Particulars of Classification ***100 A1 WITH FREEBOARD**

Moulded Dimensions: Length **425'-6 1/2"** Breadth **56** Depth **36'-10" UPPER Dk**
27'-9" 2nd Dk

Moulded displacement at moulded draught = 85 per cent. of moulded depth **UPPER Dk 16400** tons
2nd Dk 11985

Coefficient of fineness for use with Tables **769**

DEPTH FOR FREEBOARD (D).

Moulded depth ... **UPPER Dk 36.83**
2nd Dk 27.75

Stringer plate ... **UPPER Dk .88"**
2nd Dk .66" **.07**

Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = **36.90**

DEPTH CORRECTION.

- (a) Where D is greater than Table depth
(D—Table depth) R =
(36.90 - 28.39) × 3 = + 25.53
- (b) Where D is less than Table depth (if allowed)
(Table depth—D) R =
8.51
- If restricted by superstructures

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) **56**

Standard Round of Beam = $\frac{B \times 12}{50} = 13.44$

Ship's Round of Beam = **14**

Difference **.56**

Restricted to

Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.56}{4} \times .9181 = -.13$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	34'-6 1/2"	34.88	7-6	-	34.88
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	34.88	34.88			34.88

Standard Height of Superstructure **7.5'**

" " R.Q.D. **✓**

Deduction for complete superstructure **42"**

Percentage covered $\frac{S}{L} =$
 $\frac{S_1}{L} =$
 $\frac{E}{L} =$ **8.19**

Percentage from Table, Line A. **4.10**
(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 × .041 = -1.72**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	52.59	1	52.59	54	54	1	54
1/8 L from A.P. ...	23.40	4	93.60	24	24	4	96
2/8 L " ...	57.85	2	115.7	6	6	2	12
Amidships ...	-	4	-	0	-	4	-
2/8 L from F.P. ...	11.57	2	23.14	12	12	2	24
1/8 L " ...	46.805	4	187.22	48	48	4	192
F.P. ...	105.18	1	105.18	108	108	1	108
Total ...			473.30				486

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 " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{12.7}{18} (.75 - .041) = -.50$

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

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

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **36.90**

Summer freeboard = **10.79**

Moulded draught (d) = **26.11**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **6.52** = **6 1/2"**

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 27 - 13975$
26 - 13395 13534

Tons per inch immersion at summer load water line
 $T = 27 - 48.33$
26 - 48.00 48.08

Deduction = $\frac{\Delta}{40 T}$ inches
= 7.04
= 7"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient **79.62 + 1.16**
78.46 **5.1429**
1.26 **1.36**

Depth Correction ... **25.53**

Deduction for superstructures ... **1.72**

Sheer correction ... **-**

Round of Beam correction ... **.13**

Correction for Thickness of Deck amidships ... **-**

Other corrections, scantlings, etc. **19.77**
45.30 **1.85** **+ 43.45**

Summer Freeboard = **129.50**

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

Tropical Fresh Water Line above Centre of Disc ...	13 1/2"	Tropical Fresh Water Freeboard ...	29'-20"
Fresh Water Line " " ...	7"	Fresh Water " " ...	10'-2 1/2"
Tropical Line " " ...	6 1/2"	Tropical " " ...	10'-3"
Winter Line below " " ...	6 1/2"	Winter " " ...	11'-4"
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.

Trade of ship INTERNATIONAL
Names of sister ships EMPIRE FALSTAFF GRK RPT NO 22300
Builder's name and yard number LITHGOWS LIMITED N2982
Owners MINISTRY OF WAR TRANSPORT

APPROX
Fee £ 18. 0. 0



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