

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER~~)

23 JUN 1954

Ship's Name STANPOOL.	Official Number 186065	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 7351	Date of Build 1954	Port of Survey WEST HARTLEPOOL
Moulded Dimensions: Length 420'-0" Breadth 57'-3 1/2" Depth 37'-0" <small>TO CENTRE OF RODDER STOCK</small> 37'-062" <small>BUILDERS TOP OF KEEL TO U.D.</small>					Date of Survey WHULST BUILDING.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16477 tons					Surveyor's Signature J. Almond.
Coefficient of fineness for use with Tables 761 ✓					Particulars of Classification +100 A.1.

DEPTH FOR FREEBOARD (D). Moulded depth (TOP OF KEEL TO UPPER DECK) 37'-0.62" Stringer plate 0.73" DOUBLING ON UPPER DECK (UNDERSIDE) 0.50" Sheathing on exposed deck .10" $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 37'-15" ✓	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (37.15-28.00) 3 = +27.45" ✓ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 9.15" ✓ If restricted by superstructures ✓	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 57.29 Standard Round of Beam = $\frac{B \times 12}{50} =$ 13.75 Ship's Round of Beam = 13 3/4" Difference NIL Restricted to Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) =$ NIL ✓
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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 ...	33.04	33.04	7'-0"	30.84
„ overhang ...				
Trunk aft ...				
„ forward ...				
Tonnage opening aft ...				
„ „ forward ...				
Total ...	33.04	33.04		30.84

Standard Height of Superstructure **7.50'**
 „ „ R.Q.D. ✓
 Deduction for complete superstructure **42.00"**
 Percentage covered $\frac{S}{L} =$ **7.87**
 „ „ $\frac{S_1}{L} =$ **7.34**
 „ „ $\frac{E}{L} =$ **3.67**
 Percentage from Table, Line A. **3.67**
 (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 = **42.00 x 0.0367 = -1.54"** ✓

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	52.00	1	52.00	54'	54.00	1	54.00
1/2 L from A.P. ...	23.14	4	92.56	24'	24.00	4	96.00
2/3 L „ ...	5.72	2	11.44	6'	6.00	2	12.00
Amidships ...	0	4	0	-	0	4	0
2/3 L from F.P. ...	11.44	2	22.88	12"	12.00	2	24.00
1/2 L „ ...	46.28	4	185.12	48'	48.00	4	192.00
F.P. ...	104.00	1	104.00	108"	108.00	1	108.00
Total ...			468.00				486.00

Mean actual sheer aft =
 Mean standard sheer aft =
 Mean actual sheer forward =
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships =
 „ „ aft of „ =
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75-S}{2L} \right) = \frac{18}{18} (.75 - .0393) = -.71"$ ✓
 If limited on account of midship superstructure. **NIL**.
 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 = 37.15 Summer freeboard = 10.21 Moulded draught (d) = 26.94 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.74 = 6 3/4" Addition for Winter North Atlantic Freeboard (if required) = ✓	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ M.L.D. 13749 AT 26-11 1/2 (T.O.D.) FULL 13840 AT 27'-0" Tons per inch immersion at summer load water line $T =$ M.L.D. 48.24 AT 26-11 1/2 (T.O.D.) FULL 48.40 AT 27'-0" Deduction = $\frac{\Delta}{40 T}$ inches = 7/16"	TABULAR FREEBOARD <small>corrected for Flush Deck (if required)</small> Correction for coefficient $\frac{77.80 + 1.67}{1.36} = \frac{79.47}{1.36}$ <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th style="width: 50%;">+</th> <th style="width: 50%;">-</th> </tr> <tr> <td>Depth Correction</td> <td>27.45</td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td>1.54</td> </tr> <tr> <td>Sheer correction</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc. to correspond to a Summer moulded draught of 26'-11 1/4"</td> <td>12.39</td> <td></td> </tr> <tr> <td></td> <td>39.84</td> <td>1.54</td> </tr> </table> Summer Freeboard = 122.50 ✓		+	-	Depth Correction	27.45		Deduction for superstructures		1.54	Sheer correction			Round of Beam correction			Correction for Thickness of Deck amidships			Other corrections, scantlings, etc. to correspond to a Summer moulded draught of 26'-11 1/4"	12.39			39.84	1.54
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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 ... 14"	Tropical Fresh Water Freeboard 9' 0 1/2"
Fresh Water Line „ „ ... 7 1/4"	Fresh Water „ „ ... 9' 7 1/4"
Tropical Line „ „ ... 6 3/4"	Tropical „ „ ... 9' 7 3/4"
Winter Line below „ „ ... 6 3/4"	Winter „ „ ... 10' 9 1/4"
Winter North Atlantic Line „ „ ... ✓	Winter North Atlantic „ „ ... ✓

S/S. "STANHOPE"

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.

44444

Trade of ship Ocean going

Names of sister ships /

Builder's name and yard number William Gray & Co. Ltd. Ship No 1266

Owners Stanhope Steamship Co., Ltd.

Fee £ 46 : - : -



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Foundation