

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

THREES 39318

MODAL

Ship's Name ZEITOUN	Official Number 181698	Nationality and Port of Registry British London. <i>Norwegian</i>	Gross Tonnage 10720	Date of Build 1945.	Port of Survey Southampton.
Moulded Dimensions: Length 503.00' Breadth 68.00' Depth 39.25' <i>To & of rudder stock</i>					Date of Survey 17/11/47.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 24300 tons					Surveyor's Signature <i>Full Poter...</i>
Coefficient of fineness for use with Tables .745					Particulars of Classification 100A7 <i>Class contemplated.</i> <i>carrying petrol. in bulk.</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 39.25	(a) Where D is greater than Table depth $(\frac{D - \text{Table depth}}{R}) = +17.40''$ 5.80	Moulded Breadth (B) 68.00
Stringer plate08	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 16.32$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 18''
Depth for Freeboard (D) = 39.33		Difference 1.68 -
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{1.68}{4} \times .601 = .25''$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equiv.</i>	108.67	108.67	8.0		108.67
„ overhang ...	4				
R.Q.D. enclosed					
„ overhang					
Bridge enclosed <i>Equiv.</i>	38.67	38.67	8.0		38.67
„ overhang aft					
„ overhang forward	4				
F'cle enclosed	53	53.00	10.0 at after end, 13.0 at F.P.		53.00
„ overhang	9	.38			.38
Trunk aft					
„ forward					
Tonnage opening aft					
„ forward					
Total	201.09	200.72			200.72

Standard Height of Superstructure **7.5'**

„ „ R.Q.D. **42.00'**

Deduction for complete superstructure

Percentage covered $\frac{S}{L} = 39.98$

„ „ $\frac{S_1}{L} = 39.90$

„ „ $\frac{E}{L} = 39.90$

Percentage from Table, Line A. **Tanker 30.90**
(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 .3090 = -12.98''**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	60.30	1		60.30	24.00	24	1		24
$\frac{1}{4}$ L from A.P. ...	26.835	4		107.34	4.00	4	4		16
$\frac{2}{4}$ L „ ...	6.63	2		13.26	-		2		
Amidships ...	-	4		-	-		4		
$\frac{3}{4}$ L from F.P. ...	13.27	2		26.54	-		2		
$\frac{1}{4}$ L „ ...	53.67	4		214.68	6.00	6	4		24
F.P. ...	120.60	1		120.60	18.00	18	1		18
Total ...				542.72					82.00

Mean actual sheer aft = **< 1**

Mean standard sheer aft

Mean actual sheer forward = **< 1**

Mean standard sheer forward

Length of enclosed superstructure forward of amidships = **Tanker with**

„ „ aft of „ = **deficient**

„ „ = **sharp.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{460.72 - 1999}{18 \times .5501} = +14.08$

If limited on account of midship superstructure. 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 = 39.33 Summer freeboard = 9.23 Moulded draught (d) = 30.10 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 7.52 = 7$\frac{1}{2}$ Addition for Winter North Atlantic Freeboard (if required) = 7.52 + 5.03 = 12$\frac{1}{2}$''	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 21890$ Tons per inch immersion at summer load water line $T = 67.0$ Deduction = $\frac{\Delta}{40T}$ inches = 8.17 = 8$\frac{1}{4}$''	TABULAR FREEBOARD corrected for Fresh Deck (if required) Correction for coefficient 1.425/1.36 <table border="1"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td>17.40</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>12.98</td> </tr> <tr> <td>Sheer correction</td> <td>14.08</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>.25</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>31.48</td> <td>13.23</td> </tr> </tbody> </table> Summer Freeboard = 110.67		+	-	Depth Correction	17.40	-	Deduction for superstructures	-	12.98	Sheer correction	14.08	-	Round of Beam correction	-	.25	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		31.48	13.23
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

As per provisional load Line Sept. (L.R.) 1947
July 15, 1947. 1947
31st Dec. 1947.

Tropical Fresh Water Line above Centre of Disc ...	15$\frac{3}{4}$''	Tropical Fresh Water Freeboard ...	4$\frac{1}{2}$''
Fresh Water Line „ „ ...	8$\frac{1}{4}$''	Fresh Water „ „ ...	8$\frac{1}{2}$''
Tropical Line „ „ ...	4$\frac{1}{2}$''	Tropical „ „ ...	8$\frac{1}{4}$''
Winter Line below „ „ ...	4$\frac{1}{2}$''	Winter „ „ ...	9$\frac{1}{2}$''
Winter North Atlantic Line „ „ ...	12$\frac{1}{2}$''	Winter North Atlantic „ „ ...	10$\frac{3}{4}$''

MODAL

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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.

Roof 106 Side
 $\frac{2}{3} \times 4 \quad 2.67$
108.67 Equiv.

Bridge 36.0 Side
 $\frac{2}{3} \times 4 \quad 2.67$
38.67 Equiv.

Trade of ship Oil Tanker. ✓

Names of sister ships 72- SE- 47 Tankers. ✓

Builder's name and yard number Alabama Dry Dock + Shipbuilding Co. ✓

Owners Baltic Trading Co.

Fee £ 20-0-0.



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Foundation