

Lloyd's Register of Shipping.

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(For London Office only).

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "ZANGUEZOUR" (ex "FORT WOOD")	Official Number	Nationality and Port of Registry French Le Havre	Gross Tonnage 10,448	Date of Build 1944	Port of Survey Baltimore, Maryland
Moulded Dimensions: Length 503 Breadth 68 Depth 39.25 <i>To centre of Rudder Stock.</i>					Date of Survey 17th May, 1948, and subsequent dates.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 24,300 tons					Surveyor's Signature <i>J. H. Hamon</i>
Coefficient of fineness for use with Tables .745					Particulars of Classification Classification Contemplated

Depth for Freeboard (D). Moulded depth ... 39.25 Stringer plate08 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 39.33	Depth correction. (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(39.33 - 39.25) 3 = + 17.40''$ (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) 68.00 Standard Round of Beam = $\frac{B \times 12}{50} = 16.32$ Ship's Round of Beam = 18.00 Difference 1.68 Restricted to Correction = $\frac{\text{Diff.}}{4} \times (1 - \frac{S_1}{L}) = \frac{1.68}{4} \times 5983 = -25''$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	107.96	110.63	8'	✓	110.63
overhang	110.63				
R.Q.D. enclosed					
overhang	36.00	38.42	8'	✓	38.42
Bridge enclosed	40.00				
overhang aft	38.42				
overhang forward	3				
F'cle enclosed	52.60	52.63	10'	✓	52.63
overhang	.75	.37			.37
Trunk aft					
forward					
Tonnage opening aft					
forward					
Total	202.43	202.05			202.05

Standard Height of Superstructure 7.50

" " R.Q.D. 42.00

Deduction for complete superstructure

Percentage covered $\frac{S}{L} = 40.25$

" " $\frac{S_1}{L} = 40.17$

Percentage from Table, Line A. Tanker 31.17 (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 = $42.00 \times .3117 = 13.09''$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	60.30	1		60.30	24.00	24.00	1		24.00
$\frac{1}{4}$ L from A.P. ...	26.83	4		107.32	4.00	4.00	4		16.00
$\frac{3}{4}$ 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	6.00	4		24.00
F.P. ...	120.60	1		120.60	18.00	18.00	1		18.00
Total ...				542.70					82.00

Mean actual sheer aft = Deficient
Mean standard sheer aft =

Mean actual sheer forward = Deficient
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = } Tanker.
" " aft of " = }

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{460.70 - 2012}{18} = + 14.05''$
If limited on account of midship superstructure. 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 = 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 = 7½" Addition for Winter North Atlantic Freeboard (if required) = 7.52 + 5.03 = 12.55 = 12½"	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 21830$ Tons per inch immersion at summer load water line $T = 67.08$ Deduction = $\frac{\Delta}{40T}$ inches = 8¼"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.745 + .68}{1.36} = 1.425$ Depth Correction ... 17.40 Deduction for superstructures ... 13.09 Sheer correction ... 14.05 Round of Beam correction ... 25 Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... Summer Freeboard = 110.51
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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	15¼" = 400	Tropical Fresh Water Freeboard	9'2¾" = 2813
Fresh Water Line	8¼" = 210	Fresh Water	7'11" = 2413
Tropical Line	7½" = 190	Tropical	8'6½" = 2603
Winter Line below	7½" = 190	Winter	8'7¼" = 2623
Winter North Atlantic Line	12½" = 317	Winter North Atlantic	9'10¼" = 3003
			10'3¼" = 3130

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.

$$\begin{aligned} \text{Poop at side} &= 107.96' \quad / \\ \frac{2}{3} \times 4 &= \frac{2.67'}{110.63'} = \text{equivalent length.} \end{aligned}$$

$$\begin{aligned} \text{Bridge at side} &= 35.75' \quad / \\ \frac{2}{3} \times 4 &= \frac{2.67}{38.42} = \text{equivalent length.} \end{aligned}$$

Trade of ship..... Carrying Petroleum in Bulk.

Names of sister ships..... U.S.M.C. Type T-2 Tankers

Builder's name and yard number..... Kaiser Company, Portland Yard, Portland, Oregon, Yard No. 92

Owners..... Les Petrules D'Outre-mer

Fee \$..... \$120.00

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Foundation