

*Greek copy* *11<sup>th</sup> Munro*

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Index No. *25178*  
(For London Office only.)

8 OCT 1932

*W 130*  
*Mich. No 7670*

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having *SHELTER DECK WITH TONNAGE OPENING AFT.*

Port of Survey *Manchester*

Date of Survey *October 6<sup>th</sup> 1932*

Name of Surveyor *A. S. Gibbs*

Particulars of Classification *\* 100 A1  
SHELTER DECK  
SS off No. 3-7.30 WITH FREEBOARD*

(Type of Superstructures.)

Ship's Name *Aegeus* Nationality and Port of Official Number *BRITISH 397* Gross Tonnage *3492* Date of Build *1.14*

*MAINS COVE* *WHITE FAN* *London Chm* *139606*

Moulded Dimensions: Length *349.33* Breadth *50.50* Depth *26.0*

Moulded displacement at moulded draught = 85 per cent. of moulded depth *8960* tons

Coefficient of fineness for use with Tables *804*

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. <i>26.00</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(26.04 - 23.29) 2.687 = 7.39</i>	Moulded Breadth (B) <i>50.5</i>
Stringer plate ... .. <i>.04</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{50.5 \times 12}{50} = 12.12$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>12.5</i>
Depth for Freeboard (D) = <i>26.04</i>		Difference <i>.38</i>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{.38}{4} \times .0074 = \text{NIL}$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..	<i>29.33</i>	<i>29.33</i>	<i>9.96</i>	-	<i>29.33</i>	Standard Height of Superstructure <i>6.993</i>
.. overhang ... ..	<i>2.00</i>	<i>1.00</i>			<i>1.00</i>	" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure <i>38.62</i>
.. overhang						Percentage covered $\frac{S}{L} = \frac{100.00}{99.26}$
Bridge enclosed ... ..						" " $\frac{S_1}{L} = \frac{99.26}{99.26}$
.. overhang aft						" " $\frac{E}{L} = \frac{99.26}{99.26}$
.. overhang forward	<i>313.84</i>	<i>313.84</i>	<i>9.96</i>	-	<i>313.84</i>	Percentage from Table, Line A.
Fore enclosed ... ..						(corrected for absence of forecastle (if required))
.. overhang						Percentage from Table, Line B.
Trunk aft ... ..						(corrected for absence of forecastle (if required))
.. forward ... ..						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ... ..	<i>4.16</i>	<i>2.58</i>			<i>2.58</i>	Deduction = <i>-38.27</i>
.. forward						
Total ... ..	<i>349.33</i>	<i>346.75</i>			<i>346.75</i>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ... ..	<i>44.93</i>	<i>1</i>		<i>44.93</i>	<i>42</i>	<i>42.00</i>	<i>53.60</i>	<i>1</i>	<i>53.60</i>	Mean actual sheer aft = <i>Excess</i>
$\frac{1}{2}$ L from A.P. ... ..	<i>19.99</i>	<i>4</i>		<i>79.96</i>	<i>19.4</i>	<i>19.75</i>	<i>23.85</i>	<i>4</i>	<i>95.40</i>	Mean standard sheer aft = <i>Excess</i>
$\frac{3}{4}$ L " ... ..	<i>4.94</i>	<i>2</i>		<i>9.88</i>	<i>5</i>	<i>4.94</i>	<i>5.90</i>	<i>2</i>	<i>11.80</i>	Mean actual sheer forward = <i>Excess</i>
Amidships ... ..		<i>4</i>			<i>0</i>			<i>4</i>		Mean standard sheer forward = <i>Excess</i>
$\frac{1}{4}$ L from F.P. ... ..	<i>9.88</i>	<i>2</i>		<i>19.76</i>	<i>9.2</i>	<i>9.38</i>	<i>10.94</i>	<i>2</i>	<i>21.48</i>	Length of enclosed superstructure forward of amidships = <i>C.S.S.</i>
$\frac{3}{4}$ L " ... ..	<i>39.99</i>	<i>4</i>		<i>159.96</i>	<i>37.2</i>	<i>37.52</i>	<i>43.43</i>	<i>4</i>	<i>173.72</i>	" " aft of " =
F.P. ... ..	<i>89.86</i>	<i>1</i>		<i>89.86</i>	<i>86</i>	<i>86.00</i>	<i>97.60</i>	<i>1</i>	<i>97.60</i>	
Total ... ..				<i>404.35</i>					<i>453.60</i>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{49.25}{18} \times .25 = -.68$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

Actual ht. of superstructure = *7.96*  
Standard " = *6.993*  
Excess = *.967*  
= *11.60"*

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

Depth to Freeboard Deck = *26.04*

Summer freeboard = *2.50*

Moulded draught (d) = *23.54*

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = *5.88* 6"

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$  *9640*

Tons per inch immersion at summer load water line

 $T =$  *37.2*Deduction =  $\frac{40T}{40}$  inches = *3.63*= *6.47*= *6.2"*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient *804 + .68 = 1484**1.36* *1.36*Depth Correction ... .. *7.39*Deduction for superstructures ... .. *38.27*Sheer correction ... .. *.68*

Round of Beam correction ... ..

Correction for Thickness of Deck amidships ... ..

Other corrections, scantlings, etc. ... ..

*7.39* *38.27* *.68* *31.56*Summer Freeboard = *29.88*

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

Tropical Fresh Water Line above Centre of Disc *37* *12 1/2"*

Fresh Water Line " " *165* *6 1/2"*

Tropical Line " " *152* *6"*

Winter Line below " " *152* *6"*

Winter North Atlantic Line " " ... ..

Tropical Fresh Water Freeboard ... .. *702 mm* *2' - 6"*

Fresh Water " " *445* *1' - 5 1/2"*

Tropical " " *697* *1' - 11 1/2"*

Winter " " *610* *2' - 0"*

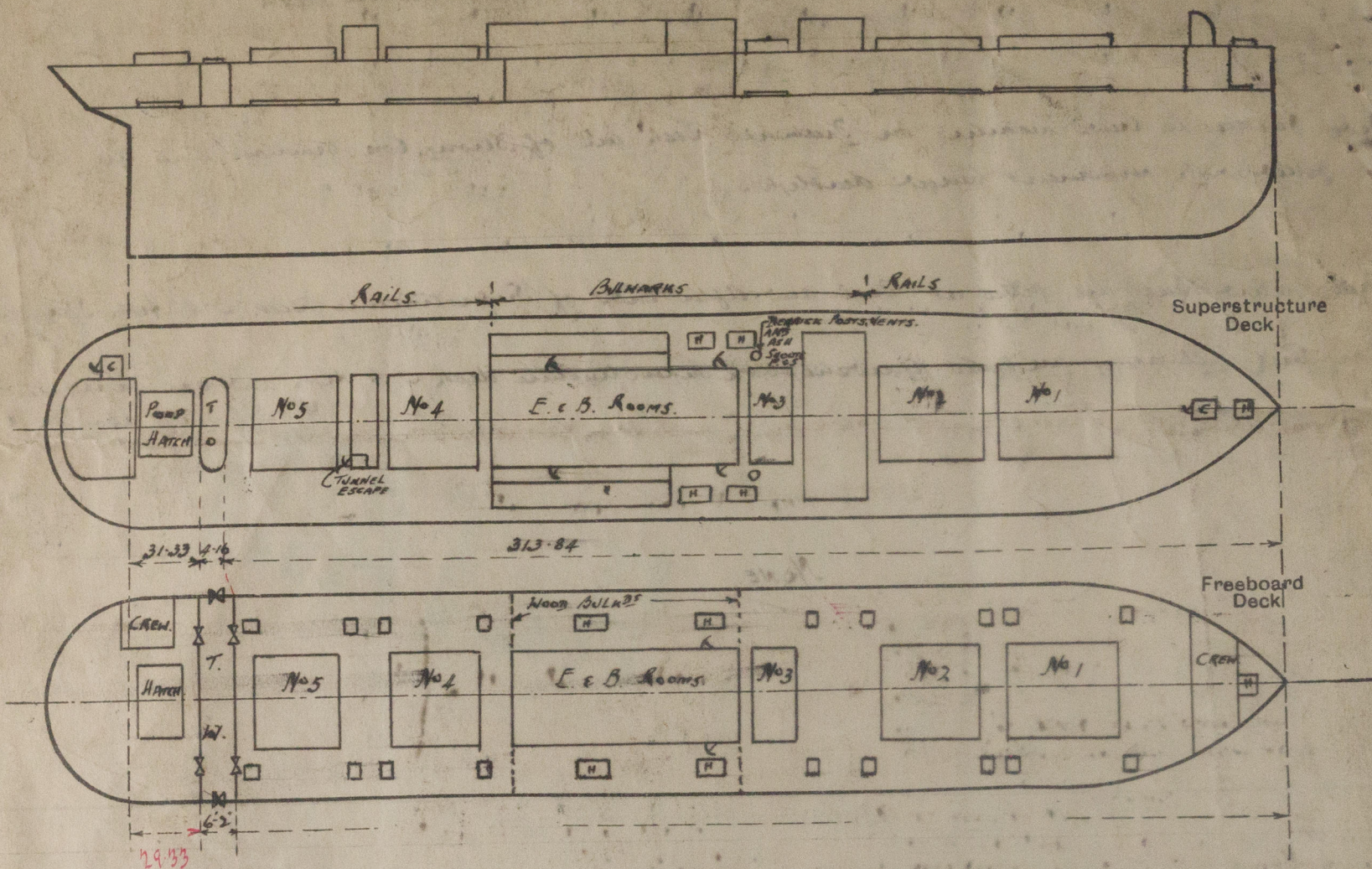
Winter North Atlantic " " *914* *3' - 0"*







Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:—

VESSEL SURVEYED AFOAT FOR CONVENTION FREEBOARD PURPOSES ONLY

$$\begin{aligned}
 85\% \times 260 &= 221 \\
 22 - 3\frac{1}{2}BK &= 9005 \\
 &\quad - 40 \\
 &\quad \hline
 &= 8960
 \end{aligned}$$

$$\begin{aligned}
 23 - 6\frac{1}{2} &= 16\frac{1}{2} \\
 23 - 8\frac{3}{4} &= 14\frac{1}{4}
 \end{aligned}$$

Builder's name and yard number: J. PRIESTMAN & CO. SUNDERLAND.

Names of sister ships:

OWNERS: FANCOTT SHIPPING CO. LTD.

Fee £ 11 : 18 : 0

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