

30 APR 1953

Index No. 43394
(For London Office only.)

F. 221

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name Agley Coast Transit M 194	Official Number 400029	Nationality and Port of Registry Ireland Dublin	Gross Tonnage 616.29	Date of Build 1953	Port of Survey Lübeck
Moulded Dimensions: Length ¹⁹⁰ 190' 0" Breadth 32' 6" Depth 12' 3"				Date of Survey whilst building	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1270 tons (1000kg)				Surveyor's Signature Bruno J. Laar	
Coefficient of fineness for use with Tables 0.701 .680				Particulars of Classification +100 #1	

DEPTH FOR FREEBOARD (D). Moulded depth ... 12.25 Stringer plate 7.5 ... 2.9 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 12.27	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = $(12.67 - 12.27) 1.461 = -0.58$ If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 32' 6" Standard Round of Beam = $\frac{B \times 12}{50} = 4.80$ Ship's Round of Beam Freeboard deck = Nil Superstructure deck = 8.0 Difference +7.80 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{7.8 \times 0.133}{4} = +0.03$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	46.4	46.4		-	46.4
" overhang	2.0	1.0		-	1.0
R.Q.D. enclosed					
" overhang					
Bridge enclosed	137.4	137.4	8' 0"	-	137.4
" overhang aft	2	1.5		-	1.5
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft		24 1/2			
" forward					
Tonnage opening aft	4.0	2.83		-	2.53
" " forward					
Total	190.0	187.48			187.48

Standard Height of Superstructure **6.00** ✓

" " R.Q.D. _____

Deduction for complete superstructure **25.00** ✓

Percentage covered $\frac{S}{L} = 100$ ✓

" " $\frac{S_1}{L} =$ } **98.67**

" " $\frac{E}{L} =$ }

Percentage from Table, Line A-8 **98.36**
(corrected for absence of fore-castle (if required))

Percentage from Table, Line B.
(corrected for absence of fore-castle (if required))

Interpolation for bridge less than .2L (if required)

Deduction = $25.00 \times .9836 = 24.59$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	29.0	1	29.00	29.33	53.33	1	63.33
1/2 L from A.P.	12.905	4	51.62	10.63	23.73	4	94.92
2/6 L	3.19	2	6.38	2	5.87	2	11.74
Amidships		4	-	Nil		4	
2/6 L from F.P.	6.38	2	12.76	8.66	9.40	2	18.80
1/2 L	25.81	4	103.24	29.53	38.01	4	152.04
F.P.	58.0	1	58.00	61.44	86.41	1	86.41
Total			261.00		+24"		416.24

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{155.24}{18} \left(\frac{75-5}{25} \right) = -2.16$

If limited on account of midship superstructure.

Mean actual sheer aft = **Excess** ✓

Mean standard sheer aft = **Excess** ✓

Mean actual sheer forward = **Excess** ✓

Mean standard sheer forward = **Excess** ✓

Length of enclosed superstructure forward of amidships = **CS.S/T.O.**

" " aft of " = **CS.S/T.O.**

Actual Tween deck height = **8' 0"**

Standard " " = **6' 0"**

Diff. = **2' 0"**

= **2.4**

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Ft.

Depth to Freeboard Deck = **12.27** ✓

Summer freeboard = **1.7** ✓

Moulded draught (d) = **12.10** ✓

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **3.03 = 3"** ✓

Addition for Winter North Atlantic Freeboard (if required) = **3" + 2" = 5"** ✓

Deduction for Fresh Water.

Displacement in salt water at summer load water line $\Delta = 1534$ ✓

Tons per inch immersion at summer load water line $T = 12.67$ ✓

Deduction = $\frac{\Delta}{40 T}$ inches = **3.04** ✓

= **3"** ✓

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.68 + .68}{1.36} = 1$

	+	-
Depth Correction	-	.58
Deduction for superstructures	-	24.59
Sheer correction	-	2.16
Round of Beam correction	-	.03
Correction for Thickness of Deck amidships	-	
Other corrections, scantlings, etc.	-	
	.03	27.33

Summer Freeboard = **5.90**SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, W_{ad}, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...	3"
Fresh Water Line	"	3"
Tropical Line	"	0
Winter Line below	"	3"
Winter North Atlantic Line	"	5"

Tropical Fresh Water Freeboard **MINUS 0' 2"** ✓

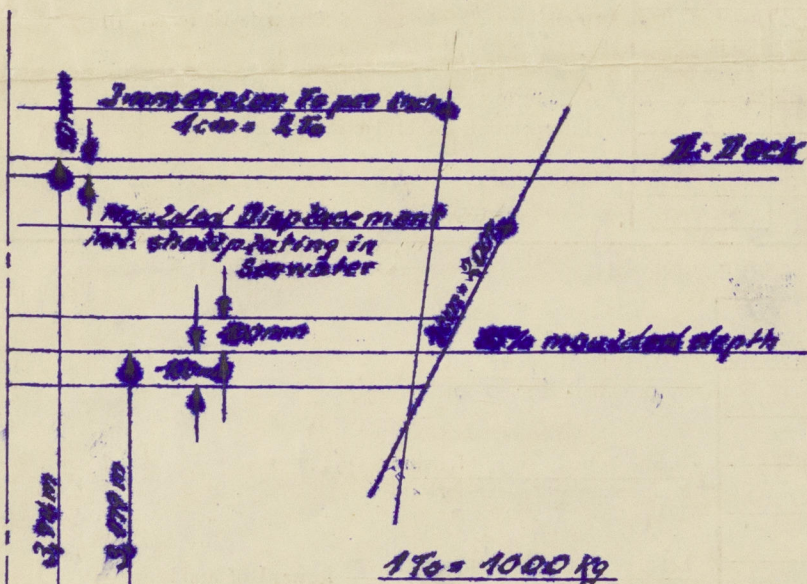
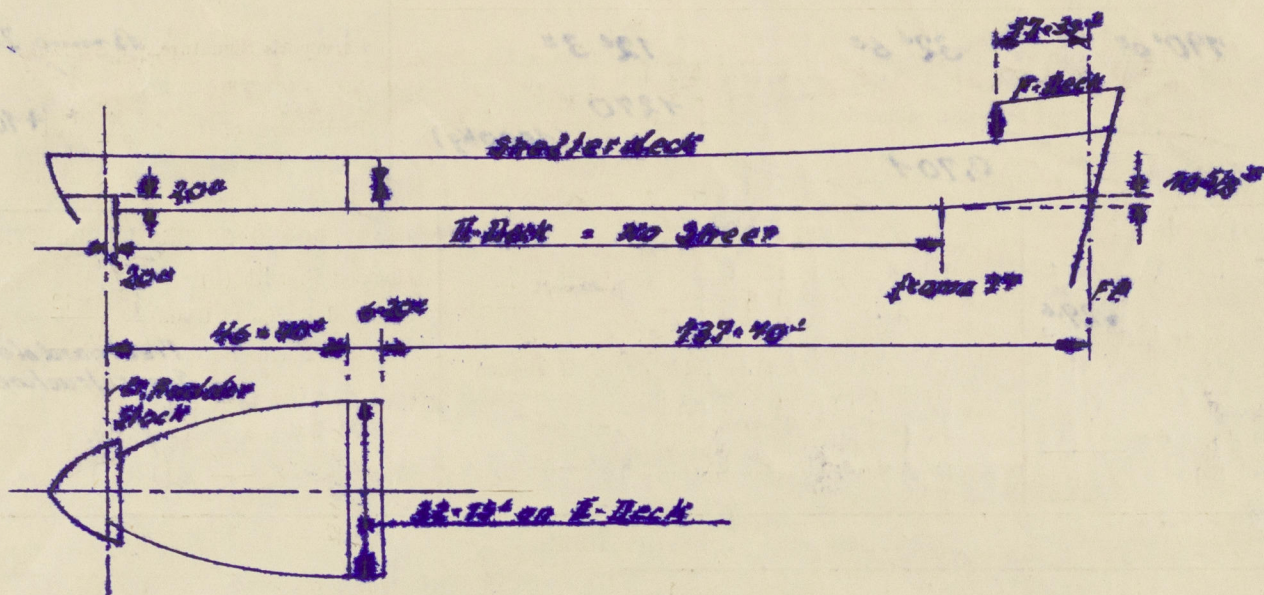
Fresh Water **MINUS 0' 1"** ✓

Tropical **0' 2" Limited** ✓

Winter **0' 1" 5"** ✓

Winter North Atlantic **0' 1" 4"** ✓

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.



Superstructure Deck.
 Depth to Superstructure Neck = 20' 3" 20' 3"
 Round of Beam = 8" 8"
 85% moulded depth = 17' 2 7/16" 17' 2 7/16"
 Displacement incl. 85% moulded depth = 2340 To 2340 To
 To per inch Immersion = 13.6 13.6 To

Weight in	Displacement Stability in same	Immersion To per inch
3.69	1050 To	12.6
3.879	1320 To	12.1
3.179	1270 To	12.0
3.079	1232 To	11.85

Trade of ship

International

Names of sister ships

Builder's name and yard number

Travewerft - Lübeck

№ 194

Owners

Grano Shipping Company, Dublin

Fee £ See First Entry

Grano Ship
 27th April 1953.



Lloyd's Register
 Foundation