

Llanashe 34813

T.O. CLOSED. (W.E.)

Index. No. 35264  
(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

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

Ship's Name <b>LLANDAFF</b>	Official Number <b>165463</b>	Nationality and Port of Registry <b>British London</b>	Gross Tonnage	Date of Build <b>1937</b>	Port of Survey
Moulded Dimensions: Length <b>410.0'</b> Breadth <b>56.29'</b> Depth <b>36.17'</b>					Date of Survey <b>6.6.41</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth tons					Surveyor's Signature
Coefficient of fineness for use with Tables <b>.760 (Estimated)</b>					Particulars of Classification <b>+ 100A1 with freeboard</b>

Depth for Freeboard (D).		Depth correction.		Round of Beam correction.	
Moulded depth ...	<b>36.17</b>	(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	<b>56.29</b>
Stringer plate ...	<b>.90</b>	<b>(36.24 - 27.33)3 = 26.73</b>		Standard Round of Beam = $\frac{B \times 12}{50}$	<b>13.51</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	<b>✓</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	<b>13.00</b>
Depth for Freeboard (D) =	<b>36.24'</b>	If restricted by superstructures		Difference	<b>Deficient = .51</b>
				Restricted to	
				Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<b>= <math>\frac{.51^2}{4} = + .13''</math></b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Roop enclosed ...					
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed ...					
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...					

*Flush deck*

Standard Height of Superstructure **7.50**  
R.Q.D. **✓**

Deduction for complete superstructure **42.00**

Percentage covered  $\frac{S}{L} =$  } *Nil*  
 $\frac{S_1}{L} =$   
 $\frac{E}{L} =$

Percentage from Table, Line A.  
(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 = **Nil**

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<b>51.00</b>	1	<b>51.00</b>	<b>72.00</b>	<b>72.00</b>	1	<b>72.00</b>
$\frac{1}{4}$ L from A.P. ...	<b>22.69</b>	4	<b>90.76</b>	<b>33.00</b>	<b>33.00</b>	4	<b>132.00</b>
$\frac{2}{4}$ L „ ...	<b>5.61</b>	2	<b>11.22</b>	<b>8.37</b>	<b>8.37</b>	2	<b>16.74</b>
Amidships ...	<b>✓</b>	4	<b>✓</b>	<b>✓</b>	<b>—</b>	4	<b>—</b>
$\frac{3}{4}$ L from F.P. ...	<b>11.22</b>	2	<b>22.44</b>	<b>10.00</b>	<b>10.00</b>	2	<b>20.00</b>
$\frac{1}{4}$ L „ ...	<b>45.38</b>	4	<b>181.52</b>	<b>51.50</b>	<b>51.50</b>	4	<b>206.00</b>
F.P. ...	<b>102.00</b>	1	<b>102.00</b>	<b>132.00</b>	<b>132.00</b>	1	<b>132.00</b>
Total ...			<b>458.94</b>				<b>578.74</b>

Mean actual sheer aft =  
Mean standard sheer aft = } *Excess.*

Mean actual sheer forward =  
Mean standard sheer forward = }

Length of enclosed superstructure forward of amidships = } *Flush deck*  
L. „ aft of „ = }

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{119.80}{18} \times .75 = -4.99''$   
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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	<b>80.75</b>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient	<b>85.49</b>
Depth to Freeboard Deck = <b>36.24</b>	$\Delta =$	<b>74.60 + 6.15</b>	
Summer freeboard = <b>10.35</b>	Tons per inch immersion at summer load water line	<b>.68 + .760 = 1.440</b>	
Moulded draught (d) = <b>25.89</b>	T =	<b>1.30</b>	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.47 = 6'2"</b>	Deduction = $\frac{\Delta}{40T}$ inches = <b>7''</b>	Depth Correction ...	<b>26.73</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>✓</b>		Deduction for superstructures ...	<b>—</b>
		Sheer correction ...	<b>4.99</b>
		Round of Beam correction ...	<b>.13</b>
		Correction for Thickness of Deck amidships ...	<b>16.89</b>
		Other corrections, scantlings, etc. to correct head ...	<b>43.75</b>
		to a summer moulded draught of <b>25'-10 1/2"</b> (Actual 25'-10 5/8")	<b>4.99</b>
		Summer Freeboard =	<b>124.25</b>

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

Tropical Fresh Water Line above Centre of Disc	...	<b>13 1/2"</b>
Fresh Water Line	...	<b>7"</b>
Tropical Line	...	<b>6 1/2"</b>
Winter Line	below	<b>6 1/2"</b>
Winter North Atlantic Line	...	<b>✓</b>

Tropical Fresh Water Freeboard	...	<b>10'-4 1/4"</b>
Fresh Water	...	<b>9'-2 3/4"</b>
Tropical	...	<b>9'-9 1/4"</b>
Winter	...	<b>10'-10 1/4"</b>
Winter North Atlantic	...	<b>✓</b>