

10 FEB 1948

Rpt. C.11 (Comp.).

Index No. 39480  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>'RED BANK'</b>	Official Number <b>181711</b>	Nationality and Port of Registry <b>BRITISH LONDON</b>	Gross Tonnage <b>10643</b>	Date of Build <b>1944</b>	Port of Survey <b>FALMOUTH</b>
Moulded Dimensions: Length <b>503.00'</b> Breadth <b>68.00'</b> Depth <b>39.25'</b> <i>to centre of rudder stock.</i>					Date of Survey <b>3rd, FEBRUARY, 1948.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>24300</b> tons					Surveyor's Signature <i>Alex. H. Jenkins</i>
Coefficient of fineness for use with Tables <b>.745</b>					Particulars of Classification <b>100.A.1. Classification Contemplated</b>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>39.25</b>	(a) Where D is greater than Table depth (D-Table depth) R = <i>(39.33-33.53)3 = +17.40"</i>	Moulded Breadth (B) <b>68.0</b>
Stringer plate ... .. <b>.08</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>✓</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \mathbf{16.32"}$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>18"</b>
Depth for Freeboard (D) = <b>39.33</b>		Difference <b>1.68"</b>
		Restricted to <b>✓</b>
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.68 \times .6007}{4} = \mathbf{.25"}$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equiv.</i> ...	<b>109.17</b>	<b>109.17</b>	<b>8'0"</b>	<b>✓</b>	<b>109.17</b>
" overhang ... ..					
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed <i>equiv.</i> ...	<b>38.67</b>	<b>38.67</b>	<b>8'0"</b>	<b>✓</b>	<b>38.67</b>
" overhang aft ... ..					
" overhang forward ...					
F'cle enclosed ... ..	<b>52.63</b>	<b>52.63</b>	<b>10'0"</b>	<b>✓</b>	<b>52.63</b>
" overhang ... ..	<b>.75</b>	<b>.37</b>			<b>.37</b>
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ...					
" " forward ... ..					
Total ... ..	<b>201.22</b>	<b>200.84</b>			<b>200.84</b>

Standard Height of Superstructure **7.50'**  
" " R.Q.D. **✓**  
Deduction for complete superstructure **42.00"**  
Percentage covered  $\frac{S}{L} = \mathbf{40.00}$   
" "  $\frac{S_1}{L} = \mathbf{39.93}$   
" "  $\frac{E}{L} = \mathbf{30.93}$   
Percentage from Table, Line A. *Tanker.* **30.93**  
(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 × .3093 = -12.99"**

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<b>60.30</b>	<b>1</b>	<b>60.30</b>	<b>24.00</b>	<b>24.00</b>	<b>24.00</b>	<b>1</b>	<b>24.00</b>	<b>24.00</b>
$\frac{1}{2}$ L from A.P. ... ..	<b>26.83</b>	<b>4</b>	<b>107.32</b>	<b>4.00</b>	<b>4.00</b>	<b>4.00</b>	<b>4</b>	<b>16.00</b>	<b>16.00</b>
$\frac{1}{2}$ L " ... ..	<b>6.63</b>	<b>2</b>	<b>13.26</b>	<b>0</b>	<b>✓</b>	<b>✓</b>	<b>2</b>	<b>✓</b>	<b>✓</b>
Amidships ... ..	<b>✓</b>	<b>4</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>4</b>	<b>✓</b>	<b>✓</b>
$\frac{1}{2}$ L from F.P. ... ..	<b>13.27</b>	<b>2</b>	<b>26.54</b>	<b>0</b>	<b>✓</b>	<b>✓</b>	<b>2</b>	<b>✓</b>	<b>✓</b>
$\frac{1}{2}$ L " ... ..	<b>53.67</b>	<b>4</b>	<b>214.68</b>	<b>6.00</b>	<b>6.00</b>	<b>6.00</b>	<b>4</b>	<b>24.00</b>	<b>24.00</b>
F.P. ... ..	<b>120.60</b>	<b>1</b>	<b>120.60</b>	<b>18.00</b>	<b>18.00</b>	<b>18.00</b>	<b>1</b>	<b>18.00</b>	<b>18.00</b>
Total ... ..			<b>542.70</b>					<b>82.00</b>	

Mean actual sheer aft = *Deficient.*  
Mean standard sheer aft = *Deficient.*  
Mean actual sheer forward = *Deficient.*  
Mean standard sheer forward = *Deficient.*  
Length of enclosed superstructure forward of amidships = *Tanker.*  
" " aft of " = *Tanker.*

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{460.70 - (.75 \times 200.84)}{18} = \mathbf{+14.08"}$   
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.

Ft.  
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 + 8.03 = 12.55" = 12½"**

### Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = \mathbf{21890}$   
Tons per inch immersion at summer load water line  
T = **67**  
Deduction =  $\frac{\Delta}{40 T}$  inches  
= **8.17"**  
= **8¼"**

### TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.745 + .68}{1.56} = \mathbf{1.425/1.36}$

	+	-
Depth Correction ... ..	<b>17.40</b>	<b>✓</b>
Deduction for superstructures ... ..	<b>✓</b>	<b>12.99</b>
Sheer correction ... ..	<b>14.08</b>	<b>✓</b>
Round of Beam correction ... ..	<b>✓</b>	<b>.25</b>
Correction for Thickness of Deck amidships ...	<b>✓</b>	<b>✓</b>
Other corrections, scantlings, etc. ... ..	<b>✓</b>	<b>✓</b>
	<b>31.48</b>	<b>13.24</b>

Summer Freeboard = **110.64"**

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

Tropical Fresh Water Line above Centre of Disc	<b>15¾"</b>
Fresh Water Line " "	<b>8¼"</b>
Tropical Line " "	<b>7½"</b>
Winter Line below " "	<b>7½"</b>
Winter North Atlantic Line " "	<b>12½"</b>

Tropical Fresh Water Freeboard	<b>8' 2 1/4"</b>
Fresh Water " "	<b>8' 2 1/4"</b>
Tropical " "	<b>8' 2 1/4"</b>
Winter " "	<b>8' 2 1/4"</b>
Winter North Atlantic " "	<b>8' 2 1/4"</b>



# Red Bank.

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.

This vessel has been under survey at this port for condition and computation of freeboard. It will be recommended the vessel is eligible to be continued as classed with fresh record of drydocking 2,48, subject to one ventilator coaming 5'0" high on forecastle deck being supported by brackets to deck and an additional rod being fitted reducing the 20" space between the deck and first rod on freeboard deck guard rails at the earliest opportunity.

Load line certificates are requested to replace the Provisional Load Line Certificate issued at Falmouth on the 3rd, February, 1948 and valid till 31st, July, 1948 to suit the existing notation of 'Examined 7,47'.

*Alex. M. Jenkins.*  
4<sup>th</sup> FEBRUARY 1948.

Poop:-

Length at side = 106.50'  
 $\frac{2}{3} \times 4 = \frac{2.67}{109.17'} = \text{Equiv. Poop.}$

Bridge:-

Length at side = 36.0',  
 $\frac{2}{3} \times 4 = \frac{2.67}{38.67'} = \text{Equiv. Bridge.}$

Trade of ship ..... Carrying Petroleum in bulk (Ocean) .....

Names of sister ships ..... *T.2. Tanker.* .....

Builder's name and yard number ..... Alabama Drydock and Shipbuilding Co., Mobile Alabama. Yard No. 311. ....

Owners ..... British Tanker Co. Ltd., .....

Fee £ 20 : 0 : 0 .....



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Foundation