

B.T. COPY.

Rpt. C.11 (Comp.).

SIMILAR SHIP  
"WIMBLEDON" 35479  
SISTER SHIP  
FULHAM IV 36030

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

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

Index. No. 35829  
(For London Office only).

1941.

Ship's Name <b>"FULHAM IV"</b>	Official Number <b>167157</b>	Nationality and Port of Registry <b>British London</b>	Gross Tonnage <b>1584.05</b>	Date of Build <b>1938</b>	Port of Survey <b>Leith</b>
Moulded Dimensions: Length <b>242'-9"</b> Breadth <b>39'-4"</b> Depth <b>18'-6" upper D<sup>12</sup> 22'-6" R.O.D.</b>				Date of Survey <b>while building</b>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>3211</b> (at 15.775) tons				Surveyor's Signature <b>Ernest Edwards</b>	
Coefficient of fineness for use with Tables <b>.7486</b>				Particulars of Classification <b>Contemplated +100A1 "With freeboard"</b>	

Depth for Freeboard (D).		Depth correction.		Round of Beam correction.	
Moulded depth ...	<b>18.50</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(18.54 - 16.18) 1.867 = +4.41"</b>		Moulded Breadth (B)	<b>39'-4"</b>
Stringer plate ...	<b>.04</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>2.36</b>		Standard Round of Beam = $\frac{B \times 12}{50}$	<b>9.38"</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam	<b>9.12"</b>
Depth for Freeboard (D) =	<b>18.54</b>			Difference	<b>.13" excess</b>
				Restricted to	
				Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right)$	<b>= <math>\frac{.13}{4} \times 1.2297 = -.01</math></b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Peep enclosed ...					
" overhang ...					
R.Q.D. enclosed ...	<b>148.58</b>	<b>148.58</b>	<b>3'-11 3/8"</b>	<b>3.943</b>	<b>148.45</b>
" overhang ...					
Bridge enclosed ...	<b>15.75</b>	<b>15.75</b>	<b>7'-0"</b>		<b>15.75</b>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<b>22.66</b>	<b>22.66</b>	<b>6'-0"</b>		<b>22.66</b>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	<b>186.99</b>	<b>186.99</b>			<b>186.86</b>

Standard Height of Superstructure **6'-0" Bridge 7'-0"**  
 " " R.Q.D. **3.951** **3'-11 3/8"**  
 Deduction for complete superstructure **30.27** **R.O.D.**  
 Percentage covered  $\frac{S}{L} = 77.03$   
 "  $\frac{S_1}{L} = 77.03$   
 "  $\frac{E}{L} = 76.98$   
 Percentage from Table, Line A. **71.59**  
 (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 = **30.27 x .7159 = - 21.67**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>34.27</b>	1		<b>34.27</b>	<b>12"</b>	<b>12.00</b>	1		<b>12.00</b>
1/8 L from A.P. ...	<b>15.25</b>	4		<b>61.00</b>	<b>5 3/8"</b>	<b>5.375</b>	4		<b>21.50</b>
2/8 L " ...	<b>3.77</b>	2		<b>7.54</b>	<b>1 3/8"</b>	<b>1.375</b>	2		<b>2.75</b>
Amidships ...		4					4		
3/8 L from F.P. ...	<b>7.54</b>	2		<b>15.08</b>	<b>4 1/4"</b>	<b>4.25</b>	2		<b>8.50</b>
1/8 L " ...	<b>30.50</b>	4		<b>122.00</b>	<b>17 3/8"</b>	<b>17.375</b>	4		<b>69.50</b>
F.P. ...	<b>68.55</b>	1		<b>68.55</b>	<b>39"</b>	<b>39.00</b>	1		<b>39.00</b>
Total ...	<b>308.52</b>	<b>43</b>		<b>308.44</b>					<b>153.25</b>

Mean actual sheer aft = **Deficient**  
Mean standard sheer aftMean actual sheer forward = **Deficient**  
Mean standard sheer forwardLength of enclosed superstructure forward of amidships = **Deficient**  
" " aft of " = **Sheer**Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{155.19(75-3851)}{18} = + 3.15$   
If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

RAISED QUARTER  
Depth to Freeboard Deck = **22.54**  
Summer freeboard = **5.92**  
Moulded draught (d) = **16.62**

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = **4.15 = 4 1/4"**Addition for Winter North Atlantic Freeboard (if required) = **6 1/4"**

## Deduction for Fresh Water.

Displacement in salt water at summer load water line **16'-9"**  
 $\Delta = 34444$   
 Tons per inch immersion at summer load water line  
 $T = 19.35$   
 Deduction =  $\frac{\Delta}{40T}$  inches = **4.45**  
 = **4 1/2"**

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

Correction for coefficient **1.36** **1.36**

Depth Correction ... **4.41**  
 Deduction for superstructures ... **21.67**  
 Sheer correction ... **3.15**  
 Round of Beam correction ... **.01**  
 HEIGHT OF RAISED QUARTER DECK  
 Correction for Thickness of Deck amidships **47.37**  
 CAMBER AT RAISED QUARTER DECK TUMBLE HOME **.63**  
 Other corrections, scantlings, etc. TO CORRESPOND WITH A SUMMER MOULDED DRAUGHT OF 16'-7 1/2" **4.71**  
**60.27 21.68 + 38.59**  
 Summer Freeboard = **71.00**

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

Tropical Fresh Water Line above Centre of Disc ... **8 3/4"**  
 Fresh Water Line " " ... **4 1/2"**  
 Tropical Line " " ... **4 1/4"**  
 Winter Line below " " ... **4 1/4"**  
 Winter North Atlantic Line " " ... **6 1/4"**

Tropical Fresh Water Freeboard ... **5'-11"**  
 Fresh Water " " ... **5'-2 1/4"**  
 Tropical " " ... **5'-6 1/2"**  
 Winter " " ... **5'-6 3/4"**  
 Winter North Atlantic " " ... **6'-3 1/4"**  
 Winter North Atlantic " " ... **6'-5 1/4"**



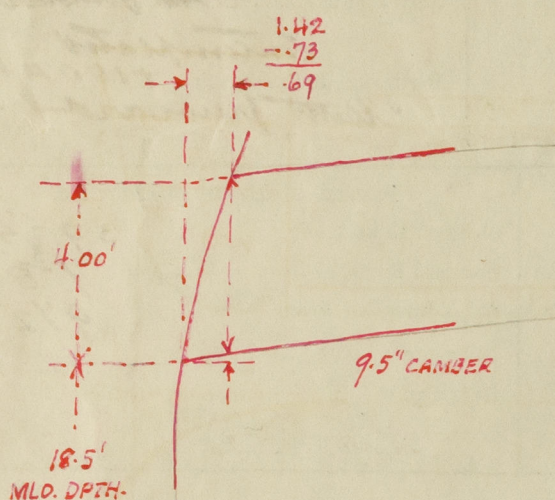
# "Fulham IV."

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.

The following plans are forwarded for reference -  
midship section.

Profile & decks.

Profile & decks as built.



$$\begin{array}{r} 2 \overline{) 39.33} \\ 19.66 \\ \underline{18.93} \\ 18.93 = 1.5071 \end{array}$$

$$9.5 \times \left( \frac{18.24}{18.93} \right)^2 = \frac{9.50}{8.82} = .68 = \frac{5}{8}''$$

4'-0" -  $\frac{5}{8}''$  3'-11 $\frac{3}{8}''$  = least height of raised quarter deck

Trade of ship collier

Names of sister ships ✓

(very similar to SS WIMBLEDON)

Builder's name and yard number The Burntwood & Co Ltd N<sup>o</sup> 225.

Owners The Mayor, Aldermen & Councillors of the Metropolitan Borough of Fulham

Fee £ 11-0-0

(To be charged with First Entry Fees)



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