

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

GRK. REPORT N°20951

Ship's Name DALESMAN	Official Number 166295	Nationality and Port of Registry BRITISH LIVERPOOL.	Gross Tonnage Approx 6343.44 6200	Date of Build 1940	Port of Survey GREENOCK.
Moulded Dimensions: Length 441.75 Breadth 56.25 Depth 32.18					Date of Survey WHILE BUILDING
Moulded displacement at moulded draught = 85 per cent. of moulded depth 14358 tons					Surveyor's Signature Kenneth Inglis.
Coefficient of fineness for use with Tables .739					Particulars of Classification +100 A.1. CONTEMPLATED

Depth for Freeboard (D). Moulded depth ... 32.18 Stringer plate ... 50" = .04 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 32.22	Depth correction. (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(32.22 - 29.45) \times 3 = + 8.31$ (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) 56.25 Standard Round of Beam = $\frac{B \times 12}{50} = 13.5$ Ship's Round of Beam = 13½ Difference Nil Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \text{Nil}$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	47' 3" 25	47.25	7-11½	-	47.25
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...	129.71				
Bridge enclosed ...	41' 9"	129.71	7-11½	-	129.71
" overhang aft ...	129.9"	9.59			9.59
" overhang forward ...	1' 8" 50	.75			.75
F'cle enclosed ...	41' 3" 25	41.25	7-11½	-	41.25
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	232.50	228.55			228.55

Standard Height of Superstructure **7.5**
 " " R.Q.D. **-**
 Deduction for complete superstructure **42**
 Percentage covered $\frac{S}{L} = 52.63$
 $\frac{S_1}{L} = 51.74$
 $\frac{E}{L} = 51.74$
 Percentage from Table, Line A. ✓
 (corrected for absence of forecastle (if required))
 Percentage from Table, Line B. **37.74**
 (corrected for absence of forecastle (if required))
 Interpolation for bridge less than 2L (if required) ✓
 Deduction = **42 × .3774 = -15.85**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	54.18	1		54.18	69	69.0	1		69
¼ L from A.P. ...	24.11	4		96.44	30½	30.5	4		122
½ L " ...	5.96	2		11.92	7½	7.5	2		15
Amidships ...	-	4		-	0	-	4		-
¾ L from F.P. ...	11.92	2		23.84	12½	12.5	2		25
¾ L " ...	48.23	4		192.92	52¾	52.75	4		211
F.P. ...	108.35	1		108.35	120	120.0	1		120
Total ...				487.65					562

Mean actual sheer aft =
 Mean standard sheer aft = } *mean*
 Mean actual sheer forward =
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships = **> 1L**
 " " aft of " = **> 1L**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{74.35}{18} \left(\frac{.75 - .2632}{.4868} \right) = -2.01$
 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. Depth to Freeboard Deck = 32.22 Summer freeboard = 6.56 Moulded draught (d) = 25.66 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.41 = 6½ Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line 25-12984. $\Delta = 26-13581.$ Tons per inch immersion at summer load water line 25-49.33 $T = 26-49.75$ Deduction = $\frac{\Delta}{40T}$ inches =	TABULAR FREEBOARD corrected for Fresh Deck (if required) Correction for coefficient $\frac{.739 + .68}{1.36} = \frac{1.419}{1.36} =$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ...</td> <td>8.31</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures ...</td> <td>-</td> <td>15.85</td> </tr> <tr> <td>Sheer correction ...</td> <td>-</td> <td>2.01</td> </tr> <tr> <td>Round of Beam correction ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>8.31</td> <td>17.86</td> </tr> </table> Summer Freeboard = 78.65		+	-	Depth Correction ...	8.31	-	Deduction for superstructures ...	-	15.85	Sheer correction ...	-	2.01	Round of Beam correction ...	-	-	Correction for Thickness of Deck amidships ...	-	-	Other corrections, scantlings, etc. ...	-	-		8.31	17.86
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ...	13¼"	Tropical Fresh Water Freeboard ...	5' 5½"
Fresh Water Line " " ...	6¾"	Fresh Water " " ...	6' 0"
Tropical Line " " ...	6½"	Tropical " " ...	6' 0¼"
Winter Line below " " ...	6½"	Winter " " ...	7' 1¼"
Winter North Atlantic Line " " ...	-	Winter North Atlantic " " ...	-

Salesman.

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.

Bridge after End Equivalent Bulkhead.

$$\text{Recess } \frac{(17 \times 12.75) + (7.5 \times 7.25) + (4.25 \times 15.75)}{28.08}$$

$$= 12.04$$

$$141.75 - 12.04 = 129.71 = \text{Equivalent enclosed length}$$

$$12.04 + .75 = 12.79 = \text{Equivalent overhang.}$$

Trade of ship INTERNATIONAL.

Names of sister ships ADVISED. LITHGOWS No 917. GRK RPT No 20718

Builder's name and yard number LITHGOWS LTD No 927.

Owners THE CLARENTE STEAM SHIP CO LTD (T & J HARRISON)

Fee £ 17 0 0
To BE RENDERED WITH FIRST ENTRY.



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