

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>'FORT STEVENS'</b>	Official Number <b>181690</b>	Nationality and Port of Registry <b>BRITISH LONDON</b>	Gross Tonnage <b>10639</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>					Date of Survey <b>2nd, February, 1948.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>24300</b> tons					Surveyor's Signature <i>Alex. M. Jenkins</i>
Coefficient of fineness for use with Tables. <b>745</b>					Particulars of Classification <b>Classification Contemplated</b>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... <b>39.25</b> Stringer plate ... <b>.08</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>39.33</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth $(D - \text{Table depth}) R = (39.33 - 39.25) \times 3 = +17.40''$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam <i>eqn</i> = <b>15.82</b> Difference <b>.50</b> Restricted to Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{.50}{4} \times .6007 = +.08''$
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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>	109.17	109.17	8'0"	—	109.17
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed <i>Equiv.</i>	38.67	38.67	8'0"	—	38.67
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed ...	52.63	52.63	10'0"	—	52.63
„ overhang ...	75				38
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	201.22	20			200.85

Standard Height of Superstructure	7.50'
„ „ R.Q.D.	42.00''
Deduction for complete superstructure	
Percentage covered $\frac{S}{L} =$	40.0
„ „ $\frac{S_1}{L} =$	39.93
„ „ $\frac{E}{L} =$	
Percentage from Table, Line A <i>Tanker 30.93</i>	
(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 x .3093 = -12.99''

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P. ...	60.30	1		60.30	24.0''	24.0	1
1/4 L from A.P. ...	26.83	4		107.32	4.0''	4.0	4
1/2 L „ ...	6.63	2		13.26	0	—	2
Amidships ...	—	4		—	—	—	4
3/4 L from F.P. ...	13.27	2		26.54	0	—	2
1/4 L „ ...	53.67	4		214.68	6.0''	6.0	4
F.P. ...	120.60	1		120.60	18.0''	18.0	1
Total ...				542.70			

Mean actual sheer aft = *Deficient*  
 Mean standard sheer aft =  
 Mean actual sheer forward = *Deficient*  
 Mean standard sheer forward =  
 Length of enclosed superstructure forward of amidships = *Tanker*  
 „ „ aft of „ =  
 Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{460.7}{18} \left( .75 - \frac{2000}{5500} \right) = +14.08''$   
 If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>39.33</b> Summer freeboard = <b>9.23</b> Moulded draught (d) = <b>30.10</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>7.52 = 7 1/2''</b> Addition for Winter North Atlantic Freeboard <i>required</i> = <b>7.52 + 5.03 = 12.55 = 12 1/2''</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ <b>21890</b> Tons per inch immersion at summer load water line $T =$ <b>67</b> Deduction = $\frac{\Delta}{40 T}$ inches = <b>8.17</b> <b>= 8 1/4''</b>	<b>TABULAR FREEBOARD</b> <i>corrected for Thick Deck (if required)</i> Correction for coefficient $\frac{74.5 + .68}{1.36} = 1.425/1.36$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>17.40</td> <td>—</td> </tr> <tr> <td>Deduction for superstructures</td> <td>—</td> <td>12.99</td> </tr> <tr> <td>Sheer correction</td> <td>14.05</td> <td>—</td> </tr> <tr> <td>Round of Beam correction</td> <td>.08</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>31.56</td> <td>12.99</td> </tr> </table> Summer Freeboard = <b>11 0.97</b>		+	-	Depth Correction	17.40	—	Deduction for superstructures	—	12.99	Sheer correction	14.05	—	Round of Beam correction	.08	—	Correction for Thickness of Deck amidships	—	—	Other corrections, scantlings, etc.	—	—		31.56	12.99
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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	15 3/4''	Tropical Fresh Water Freeboard	7 1/4''
Fresh Water Line	8 1/4''	Fresh Water	8 1/4''
Tropical Line	7 1/2''	Tropical	8 1/4''
Winter Line below	7 1/2''	Winter	9 1/4''
Winter North Atlantic Line	12 1/2''	Winter North Atlantic	10 1/4''

*As previously assigned by the American Bureau*

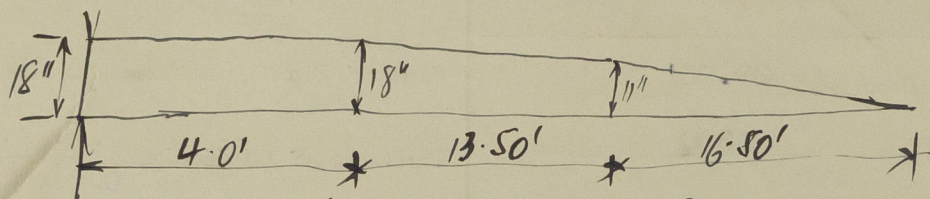


# Fort Stevens.

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 is 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. Load Line Certificates are requested to replace the existing Provisional Load Line Certificates valid till 8th, May, 1948 and to suit the existing Notation of 'Examined 6,47'.

Alex. H. Jenkins.  
2<sup>nd</sup> FEBRUARY 1948.



$$\begin{aligned} \text{Camber } 8' \times 12 \times 18'' &= 1728 \\ 27' \times 12 \times 14.5'' &= 4698 \\ 16.5' \times 12 \times 11'' &= 2178 \\ \hline &8604 \end{aligned}$$

$$\frac{2}{3} \times 68 \times 12 = 8604$$

$$h = \frac{8604 \times 3}{2(68 \times 12)} = 15.82 \text{ equiv camber}$$

Poof 106.5

$$\frac{2}{3} \times 4 \quad 2.67$$

109.17 equiv  
included.

Bridge 36.00'

$$\frac{2}{3} \times 4 \quad 2.67$$

38.67' equiv included

Trade of ship Carrying Petroleum in bulk (Ocean)

Names of sister ships -

Builder's name and yard number Alabama Dry Dock and Shipbuilding Co., Mobile Alabama Yard No. 307.

Owners British Tanker Co. Ltd.,

Fee £ 20 : 0 : 0

MLD



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