

17 SEP 1947

Rpt. C.11 (Comp.).

Index No. 39250
(For London Office only.)

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR ~~STEAMER~~, ~~SAILING SHIP~~, TANKER.)

Vol 6892.

Ship's Name "THELIDOMUS" ex "Sandelvis"	Official Number 181730	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 10663 M.O.T. 9.353 10643	Date of Build	Port of Survey Burkehead
Moulded Dimensions: Length 503.00' Breadth 68.00' Depth 39.25' TO CENTRE OF RUDDER STOCK				Date of Survey September, 1947.	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 24,350 tons				Surveyor's Signature Nanish G. Murray	
Coefficient of fineness for use with Tables 747				Particulars of Classification class contemplated	

DEPTH FOR FREEBOARD (D). Moulded depth ... 39.25 Stringer plate08 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 29.33	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = $(39.33-39.53)3 = +17.40"$ 5.80 (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 68.0" Standard Round of Beam = $\frac{B \times 12}{50} = 16.32$ Ship's Round of Beam $\frac{50}{\text{SEE SKETCH}} = 15.82$ Difference Deficient .50 Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.50}{4} \times .984 = +.07$
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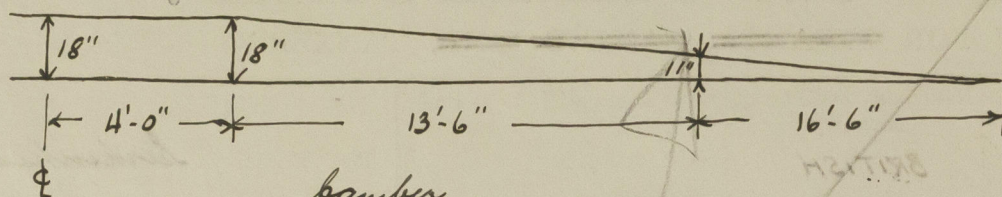
DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equivalt</i>	110.17	110.17	8.0'		110.17
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>Equivalt</i>	38.67	38.67	8.0'		38.67
" overhang aft					
" overhang forward					
F'cle enclosed	52.75	52.75	10.0'		52.75
" overhang	.75	.38	"		.38
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	202.34	201.97			201.97
Standard Height of Superstructure 7.50 " " R.Q.D. Deduction for complete superstructure 42.00 Percentage covered $\frac{S}{L} = 40.23$ " " $\frac{S_1}{L} =$ " " $\frac{E}{L} = 40.16$ Percentage from Table, Line A TANKER 31.16 (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 = $42.00 \times .3116 = 13.09$					

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	60.30	1	60.30	16.0	16.00	1	16.00
$\frac{1}{2}$ L from A.P. ...	26.83	4	107.32	2.0	2.00	4	8.00
$\frac{2}{3}$ L " ...	6.63	2	13.26	-	-	2	-
Amidships ...	-	4	-	-	-	4	-
$\frac{2}{3}$ L from F.P. ...	13.27	2	26.54	-	-	2	-
$\frac{1}{2}$ L " ...	53.67	4	214.68	6.0	6.00	4	24.00
F.P. ...	120.60	1	120.60	18.0	18.00	1	18.00
Total ...			542.70				66.00
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{476.70}{18} \left(.75 - \frac{201.1}{548.9} \right) = +14.54"$ 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. Addition for Winter and Winter North Atlantic Freeboard. 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" = 7 $\frac{1}{2}$ " Addition for Winter North Atlantic Freeboard (if required) = 7.52 + 5.03 = 12.55" = 12 $\frac{1}{2}$ "	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 21886$ Tons per inch immersion at summer load water line T = 67.2 Deduction = $\frac{\Delta}{40 T}$ inches = 8.14" = 8" D.F.T. 29.6" DISP. 21,350 T.R.I. 66.8 30.0" 21,750 67.1 30.6" 22,150 67.4	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{747 + .68}{1.36} = \frac{1.427}{1.36}$ Depth Correction ... 17.40 Deduction for superstructures ... 13.09 Sheer correction ... 14.54 Round of Beam correction07 Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... 32.01 13.09 + 18.92 Summer Freeboard = 111.46
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :—				
as previously assigned by American Bureau	Tropical Fresh Water Line above Centre of Disc	15 $\frac{3}{4}$ " 40 $\frac{1}{2}$ "	Tropical Fresh Water Freeboard	24 $\frac{1}{2}$ " 7 $\frac{1}{2}$ "
	Fresh Water Line	8 $\frac{1}{4}$ " 21 $\frac{1}{2}$ "	Fresh Water	260 $\frac{1}{2}$ " 8 $\frac{1}{2}$ "
	Tropical Line	7 $\frac{1}{2}$ " 19 $\frac{1}{2}$ "	Tropical	262 $\frac{1}{2}$ " 8 $\frac{1}{2}$ "
	Winter Line below	7 $\frac{1}{2}$ " 19 $\frac{1}{2}$ "	Winter	300 $\frac{1}{2}$ " 9 $\frac{1}{2}$ "
	Winter North Atlantic Line	12 $\frac{1}{2}$ " 32 $\frac{1}{2}$ "	Winter North Atlantic	313 $\frac{1}{2}$ " 10 $\frac{1}{2}$ "

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.



bamber
Bamber - $(8 \times 12) 18 = 1728$
 $(27 \times 12) 14.5 = 4698$
 $(1650 \times 12) 11 = 2178$

Area = 8604 sq. ins.

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

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

$= 15.82''$ *equivalent bamber.* ✓

Roop - 107.50

$\frac{2}{3} \times 4 = \frac{2.67}{110.17}$ *equivalent enclosed length.*

Bridge - 36.0

$\frac{2}{3} \times 4 = \frac{2.67}{38.67}$ *equivalent enclosed length.*

Trade of ship

tanker

Names of sister ships

T2 SE A1 Tankers

Builder's name and yard number

Kaiser Co. Inc. Portland, Or.

Owners

Anglo Saxon Petroleum Co.

Fee £

20 . 0 . 0



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Foundation