

29 APR 1942

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER.~~)DUNDEE REPORT N^o

Ship's Name CLAN ANGUS EMPIRE PRINCE	Official Number 166214 18739	Nationality and Port of Registry BRITISH DUNDEE	Gross Tonnage 7030	Date of Build 1942	Port of Survey Dundee
Moulded Dimensions: Length 425.0 Breadth 56.0 Depth 34.40 TO CENTRE OF RUDDER STOCK 425.934				Date of Survey During Construction	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 14120 tons				Surveyor's Signature A. H. Queen	
Coefficient of fineness for use with Tables .4814				Particulars of Classification * 100 A.1. with 'Freeboard'	

DEPTH FOR FREEBOARD (D). Moulded depth ... 34.40 Stringer plate65 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$.05 Depth for Freeboard (D) = 37.75	DEPTH CORRECTION. (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ 37.75 - 28.40 = +9.35 (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) 56.0 Standard Round of Beam = $\frac{B \times 12}{50} =$ 13.44 Ship's Round of Beam = 14 Difference = .56 Restricted to ✓ Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$.56 x .9163 = .513
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	35.66	35.66	6.45	6.75/7.5	32.09
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	35.66	35.66			32.09

Standard Height of Superstructure **7.5'**
 " " R.Q.D. **✓**
 Deduction for complete superstructure **42.00**
 Percentage covered $\frac{S}{L} =$ **8.37**
 " " $\frac{S_1}{L} =$ **8.37**
 " " $\frac{E}{L} =$ **7.53**
 Percentage from Table, Line A. **3.76**
 (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 .0376 = -1.58"**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. CR. OF RUDDER STK	52.59	1	52.59	32.25	32.25	1	32.25
$\frac{1}{8}L$ from A.P. ...	23.405	4	93.62	0.125	.125	4	.50
$\frac{2}{8}L$ " ...	5.785	2	11.57	0	-	2	-
Amidships ...	-	4	-	0	-	4	-
$\frac{2}{8}L$ from F.P. ...	11.57	2	23.14	0	-	2	-
$\frac{1}{8}L$ " ...	46.81	4	187.24	6.5	6.50	4	26.00
F.P. ...	105.19	1	105.19	81.0	81.00	1	81.00
Total ...			473.35				139.75

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

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ **333.60 / 18 (.75 - .0418) = +13.13"**
 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 = 37.75 Summer freeboard = 11.08 Moulded draught (d) = 26.67 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.66 = 6$\frac{3}{4}$" Addition for Winter North Atlantic Freeboard (if required) = ✓	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 13980 Tons per inch immersion at summer load water line $T =$ 49.04 Deduction = $\frac{\Delta}{40 T}$ inches = 7.13 = 7$\frac{1}{4}$"	TABULAR FREEBOARD 79.64 + 1.58 corrected for Flush Deck (if required) Correction for coefficient $\frac{784 \pm .68}{1.36} =$ 1.464/1.36 <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>28.05</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>1.58</td> </tr> <tr> <td>Sheer correction</td> <td>13.13</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>.13</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc. to summer extreme draught</td> <td>6.10</td> <td>-</td> </tr> <tr> <td>47.28</td> <td>1.71</td> <td>-</td> </tr> </table> Summer Freeboard = 133.00		+	-	Depth Correction	28.05	-	Deduction for superstructures	-	1.58	Sheer correction	13.13	-	Round of Beam correction	-	.13	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc. to summer extreme draught	6.10	-	47.28	1.71	-
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~W~~ Steel, Deck :- **11'-1"**

Tropical Fresh Water Line above Centre of Disc	... 14"	Tropical Fresh Water Freeboard	... 9'-11"
Fresh Water Line	... 7$\frac{1}{4}$"	Fresh Water	... 10'-5$\frac{3}{4}$"
Tropical Line	... 6$\frac{3}{4}$"	Tropical	... 10'-6$\frac{1}{4}$"
Winter Line below	... 6$\frac{3}{4}$"	Winter	... 11'-7$\frac{3}{4}$"
Winter North Atlantic Line	... ✓	Winter North Atlantic	... ✓

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.

Trade of ship

General Tramping

Names of sister ships

'EMPIRE RHODES', DUNDEE REPORT No 9268, 'EMPIRE HEYWOOD', DUNDEE REPORT No 9294

Builder's name and yard number

The Caledon S.S. & C. Ltd, Yard No 394

Owners

The Ministry

Fee £

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