

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

17194

Ship's Name <b>FURNESS, S.B.C. 10.7.940.</b> <b>EASEDALE.</b>	Official Number <b>168256</b>	Nationality and Port of Registry <b>BRITISH.</b> <b>LONDON.</b>	Gross Tonnage <b>8632</b>	Date of Build <b>1942.</b>	Port of Survey <b>Widnesbury</b>
Moulded Dimensions: Length <b>460-0</b> Breadth <b>61-0</b> Depth <b>33-3</b> To centre of rudder stock <b>460-96</b>					Date of Survey <b>While Building</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>17665 T.P. 58.16</b> tons					Surveyor's Signature <b>Cyril B. Seamer.</b>
Coefficient of fineness for use with Tables <b>.778</b>					Particulars of Classification <b>100.2.1. Carrying petroleum in bulk Longitudinal Framing at bottom and at deck</b> <b>Class Contemplated</b>

Depth for Freeboard (D). Moulded depth ... <b>33.25</b> Stringer plate ... <b>.78 .065</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>33.315</b>	Depth correction. (a) Where D is greater than Table depth (D - Table depth) R = $(33.31 - 30.73) \times 3 = +7.74"$ <b>2.68</b> (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) <b>61.0</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>14.64"</b> Ship's Round of Beam = <b>1.25</b> Difference <b>Excess</b> <b>15.00</b> Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ $\frac{36}{4} \times .5809 = -0.5"$
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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 <b>Equiv.</b>	<b>41.4</b>	<b>110.29</b>	<b>7.6</b>	<b>✓</b>	<b>110.29</b>
.. overhang	<b>110.29</b>				
.. R.Q.D. enclosed					
.. overhang					
Bridge enclosed <b>Equiv.</b>	<b>47.2</b>	<b>45.84</b>	<b>7.6</b>	<b>✓</b>	<b>45.84</b>
.. overhang aft	<b>45.84</b>	<b>.62</b>			<b>.62</b>
.. overhang forward	<b>.83</b>				
Fore enclosed	<b>36.5</b>	<b>36.42</b>	<b>7.6</b>	<b>✓</b>	<b>36.42</b>
.. overhang	<b>42</b>				
Trunk aft					
.. forward					
Tonnage opening aft					
.. forward					
Total	<b>193.38</b>	<b>193.17</b>			<b>193.17</b>

Standard Height of Superstructure **7.5'**  
R.Q.D. **✓**  
Deduction for complete superstructure **42.00"**  
Percentage covered  $\frac{S}{L} =$  **41.95**  
 $\frac{S_1}{L} =$  **41.91**  
 $\frac{E}{L} =$  **41.91**  
Percentage from Table, Line **A Tanker** = **32.91**  
(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**  $\times$  **.3291** = **-13.82"**

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	56.10	1		56.10	60.25	60.25	1		60.25
$\frac{1}{8}L$ from A.P.	24.96	4		99.84	26.50	26.50	4		106.00
$\frac{3}{8}L$	6.17	2		12.34	6.625	6.625	2		13.25
Amidships	-	4		-	-	-	4		-
$\frac{5}{8}L$ from F.P.	12.34	2		24.68	11.5	11.50	2		23.00
$\frac{7}{8}L$	49.925	4		199.70	51.00	51.00	4		204.00
F.P.	112.19	1		112.19	114.00	114.00	1		114.00
Total				504.85					520.50

Mean actual sheer aft = **Excess**  
Mean standard sheer aft = **Excess**  
Mean actual sheer forward = **Excess**  
Mean standard sheer forward = **Excess**  
Length of enclosed superstructure forward of amidships = **1**  
aft of = **1** } **Tanker.**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{15.65}{18} \left( \frac{75-120.47}{2} \right) = -0.47"$   
If limited on account of midship superstructure. **5403** 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 = <b>33.31</b> Summer freeboard = <b>6.42</b> Moulded draught (d) = <b>26.89</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.72 = 6<math>\frac{3}{4}</math>"</b> Addition for Winter North Atlantic Freeboard (if required) = <b>6.72 + 4.61 = 11.33 = 11<math>\frac{1}{4}</math>"</b>	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ <b>16810</b> Tons per inch immersion at summer load water line $T =$ <b>57.0</b> Deduction = $\frac{\Delta}{40T}$ inches = <b>7.37</b> = <b>7<math>\frac{1}{4}</math>"</b>	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.778 + .68}{1.36} = 1.458/1.36$ Depth Correction ... <b>7.74</b> Deduction for superstructures ... <b>13.82</b> Sheer correction ... <b>.47</b> Round of Beam correction ... <b>.05</b> Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... 7.74 14.34 -6.60 Summer Freeboard = <b>76.95</b>	<b>77.94</b> <b>83.55</b> <b>82.8</b> <b>2-2-42</b> <b>-6.60</b> <b>76.95</b>
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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 ... <b>14"</b>	Tropical Fresh Water Freeboard ... <b>5'-3"</b>
Fresh Water Line " " ... <b>7<math>\frac{1}{4}</math>"</b>	Fresh Water " " ... <b>5'-9<math>\frac{3}{4}</math>"</b>
Tropical Line " " ... <b>6<math>\frac{3}{4}</math>"</b>	Tropical " " ... <b>5'-10<math>\frac{1}{4}</math>"</b>
Winter Line below " " ... <b>6<math>\frac{3}{4}</math>"</b>	Winter " " ... <b>6'-11<math>\frac{3}{4}</math>"</b>
Winter North Atlantic Line " " ... <b>11<math>\frac{1}{4}</math>"</b>	Winter North Atlantic " " ... <b>7'-4<math>\frac{1}{4}</math>"</b>

8 FEB 1942

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.

Equivalent bulkheads

Depth.  
At centre 111'-4"  
At side 105-4  
6'-0  
2/3 4-0  
At side 105-33  
109-33  
Add to centre  
of under stow 96  
Equivalent 110-29

Bridge at centre 47'-2"  
At side 43'-2"  
4'-0  
2/3 = 2'-8  
At side 43-2  
45'-10"  
= 45-84"

Trade of ship TANKER.

Names of sister ships N° 325 "EMPIRE GOLD" N° 326 "EMPIRE GRANITE" N° 327 "EMPIRE OIL" N° 328 "EMPIRE MICA"  
N° 329 "EMPIRE SAPPHIRE" N° 330 "EMPIRE AMETHYST" N° 331 "EMPIRE EMERALD" N° 332 "EMPIRE CRYSTAL" N° 333 "EMPIRE DIAMOND"

Builder's name and yard number FURNESS, S.B.C. LTD. N° 341.

Owners ADMIRALTY

Fee £ To Be Charged With First Entry.



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Foundation