

CONVERSION TANKER TO STEAMER.
(WITH EQUIV DEDTH - FLUSH DECK)

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
Index No.
Govt. Copy
Owners C11

Ship's Name TITANIAN <i>ex Gsprau</i> <i>ex Mergon</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length 442' / Breadth 58.5' / Depth 39.19'					Date of Survey 15-1-56.
Freeboard Length					Surveyor's Signature
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing)					Particulars of Classification + 100 A1
Coefficient of fineness for use with Tables .806					

DEPTH FOR FREEBOARD (D). Moulded depth ... 39.19' Stringer plate12' Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 39.31'	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = 29.52" (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) 58.50' Standard Round of Beam = $\frac{B \times 12}{50} =$ 14.04" Ship's Round of Beam = 14.50" Difference .46" Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ 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					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$

" " $\frac{S_1}{L} =$

" " $\frac{E}{L} =$

Percentage from Table, Line A.
(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 = **NIL**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
$\frac{1}{4}$ L from A.P.		4				4	
$\frac{2}{8}$ L		2				2	
Amidships	0	4				4	0
$\frac{2}{8}$ L from F.P.		2				2	
$\frac{1}{4}$ L		4				4	
F.P.		1				1	
Total							47.6

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

" " aft of " =

Correction = Difference between sums of products $\left(.75 - \frac{S}{2L} \right) =$ **16.25**
If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **33.12'**
Summer freeboard = **4.63'**
Moulded draught (d) = **28.49'**
Keel allowance =
Extreme draught =
Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{4}$ inches =

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$
Tons per inch immersion at summer load water line
T =
Deduction = $\frac{\Delta}{40 T}$ inches

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.806 + .68}{1.36} = \frac{1.486}{1.36}$

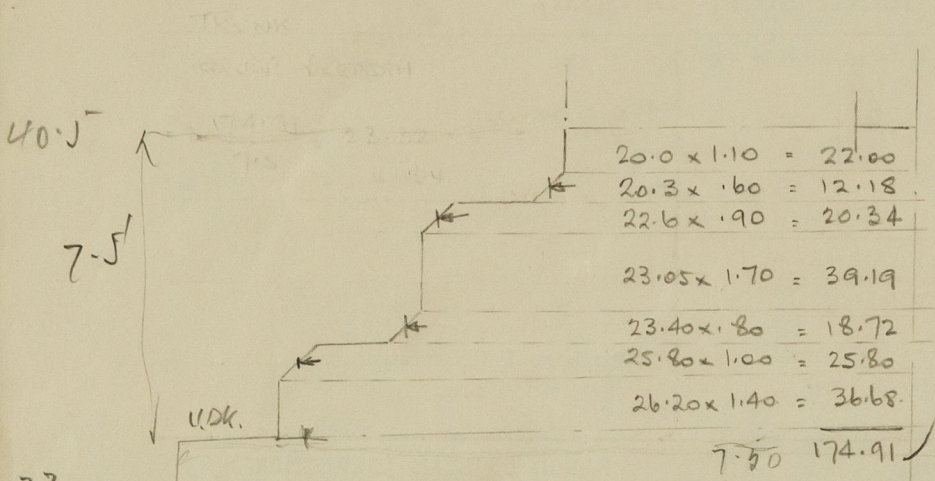
Depth Correction ... **29.52'**
Deduction for superstructures ...
Sheer correction ... **.68'**
Round of Beam correction ... **.12'**
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...

Summer Freeboard = **55.50'**

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...	Tropical Fresh Water Freeboard	...
Fresh Water Line	...	Fresh Water	...
Tropical Line	...	Tropical	...
Winter Line below	...	Winter	...
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.



EQUIVALENT DECK. $= \frac{174.91}{28.25} = 6.19'$ above proposed U.D.K.

EQUIVALENT DEPTH.

$= 33.0' + 6.19' = 39.19'$

$\frac{174.91}{28.25} = 5.98$

$2' \times 7.5'$
 $1.5'$
about $2''$

If camber is added $\frac{1}{3}$ per ft.

If camber is added to eqn

$= \frac{2}{3} \times \frac{14.5}{12} = \frac{14.5}{18} = .805'$

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £

is about .6' on draught

Say put in round of beam calculation as in RIGEL

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)

Rigit in their account but camber was.



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