

Gold Ranger 36128.  
etc.

ST. COPY

- 8 NOV 1941

Index. No. 36688  
(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

DUNDEE REPORT No. 9262.

Ship's Name <b>GREEN RANGER</b>	Official Number <b>168231</b>	Nationality and Port of Registry <b>BRITISH LONDON</b>	Gross Tonnage <b>3313.33</b>	Date of Build <b>1941</b>	Port of Survey <b>Dundee</b>
Moulded Dimensions: Length <b>335.66</b> Breadth <b>48.0</b> Depth <b>22.51</b> To CR. OF RUDDER STOCK ON SUMMER DRAFT					Date of Survey <b>During Construction</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>62%</b> tons					Surveyor's Signature <b>H. M. Queen</b>
Coefficient of fineness for use with Tables <b>4/35</b>					Particulars of Classification <b>+ 100 A.1.</b> <b>CARRYING OIL FUEL IN BULK</b>

<b>Depth for Freeboard (D).</b> Moulded depth ... <b>22.51</b> Stringer plate ... <b>0.06</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>✓</b> Depth for Freeboard (D) = <b>22.57</b>	<b>Depth correction.</b> (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ <b>22.57 - 22.38 = +.49"</b> (b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>✓</b> If restricted by superstructures <b>✓</b>	<b>Round of Beam correction.</b> Moulded Breadth (B) <b>48.0</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>11.52</b> Ship's Round of Beam = <b>12"</b> Difference <b>Excess</b> <b>48"</b> Restricted to Correction = $\frac{\text{Diff}^*}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b><math>\frac{48 \times .37}{4} = -10.56"</math></b>
---	--	--

## 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>132.17</b>	<b>132.17</b>	<b>4.45</b>	<b>✓</b>	<b>132.17</b>	Standard Height of Superstructure <b>6.856</b>
" overhang ...						" " R.Q.D. <b>✓</b>
R.Q.D. enclosed ...						Deduction for complete superstructure <b>37.71</b>
" overhang ...						Percentage covered $\frac{S}{L} =$ <b>62.64</b>
Bridge enclosed...						" $\frac{S_1}{L} =$ <b>62.30</b>
" overhang aft ...						" $\frac{E}{L} =$ <b>62.30</b>
" overhang forward	<b>75.64</b>	<b>75.64</b>	<b>9.16</b>	<b>✓</b>	<b>75.64</b>	Percentage from Table, Line <b>Tankers</b> <b>54.53</b>
Fore enclosed <b>Equiv...</b>	<b>2.61</b>	<b>1.31</b>			<b>1.31</b>	(corrected for absence of forecastle (if required)) <b>✓</b>
" overhang ...						Percentage from Table, Line B. <b>✓</b>
Trunk aft ...						(corrected for absence of forecastle (if required)) <b>✓</b>
" forward ...						Interpolation for bridge less than 2L (if required) <b>✓</b>
Tonnage opening aft ...						Deduction = <b>37.71 x .5453 = -20.56"</b>
" forward						
Total ...	<b>210.42</b>	<b>209.12</b>			<b>209.12</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
AP. CR. OF STOCK	<b>43.57</b>	<b>1</b>		<b>43.57</b>	<b>43.45</b>	<b>43.57</b>	<b>1</b>		<b>43.57</b>	Mean actual sheer aft = <b>Excess</b>
$\frac{1}{2}L$ from A.P. ...	<b>19.385</b>	<b>4</b>		<b>77.54</b>	<b>19.345</b>	<b>19.385</b>	<b>4</b>		<b>77.54</b>	Mean actual sheer forward = <b>Deficient</b>
$\frac{3}{4}L$ .. "	<b>4.79</b>	<b>2</b>		<b>9.58</b>	<b>4.45</b>	<b>4.79</b>	<b>2</b>		<b>9.58</b>	Mean standard sheer aft
Amidships ...	-	<b>4</b>		-	<b>0</b>	-	<b>4</b>		-	Mean standard sheer forward
$\frac{3}{4}L$ from F.P. ...	<b>9.585</b>	<b>2</b>		<b>19.17</b>	<b>9.625</b>	<b>9.625</b>	<b>2</b>		<b>19.25</b>	Length of enclosed superstructure forward of amidships = <b>Deficient</b>
$\frac{1}{2}L$ .. "	<b>38.77</b>	<b>4</b>		<b>155.08</b>	<b>38.45</b>	<b>38.75</b>	<b>4</b>		<b>155.00</b>	Aft sheer: <b>43.57</b> <b>19.385</b> <b>4.79</b> <b>116.096</b>
F.P. ...	<b>87.13</b>	<b>1</b>		<b>87.13</b>	<b>87.0</b>	<b>87.00</b>	<b>1</b>		<b>87.00</b>	" aft of: <b>43.75</b> <b>19.375</b> <b>4.75</b> <b>116.725</b>
Total ...				<b>392.07</b>					<b>391.94</b>	<b>9.585</b> <b>38.77</b> <b>87.13</b> <b>232.195</b>
										<b>9.625</b> <b>38.75</b> <b>87.00</b> <b>232.125</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) =$   **$\frac{13}{18} \left( \frac{75-3134}{21} \right) = -12$**   
 If limited on account of midship superstructure. **✓** If limited to maximum allowance of  $1\frac{1}{2}$  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>22.57</b> Summer freeboard = <b>2.44</b> Moulded draught (d) = <b>20.13</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>5.03 = 5"</b> Addition for Winter North Atlantic Freeboard (if required) = <b>5.03 + 3.36 = 8.39 = 8 1/2"</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ <b>6678</b> Tons per inch immersion at summer load water line $T =$ <b>31.70</b> Deduction = $\frac{\Delta}{40T}$ inches = <b>5.27</b> <b>= 5 1/4"</b>	<b>TABULAR FREEBOARD corrected for Flush Deck (if required)</b> Correction for coefficient <b>712 + 68 = 1392 / 1.36</b> <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ...</td> <td><b>49</b></td> <td></td> </tr> <tr> <td>Deduction for superstructures ...</td> <td></td> <td><b>20.56</b></td> </tr> <tr> <td>Sheer correction ...</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction ...</td> <td></td> <td><b>.05</b></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><b>49</b></td> <td><b>20.61</b></td> </tr> <tr> <td>Summer Freeboard =</td> <td><b>29.30</b></td> <td></td> </tr> </table>		+	-	Depth Correction ...	<b>49</b>		Deduction for superstructures ...		<b>20.56</b>	Sheer correction ...			Round of Beam correction ...		<b>.05</b>	Correction for Thickness of Deck amidships ...			Other corrections, scantlings, etc. ...				<b>49</b>	<b>20.61</b>	Summer Freeboard =	<b>29.30</b>	
	+	-																											
Depth Correction ...	<b>49</b>																												
Deduction for superstructures ...		<b>20.56</b>																											
Sheer correction ...																													
Round of Beam correction ...		<b>.05</b>																											
Correction for Thickness of Deck amidships ...																													
Other corrections, scantlings, etc. ...																													
	<b>49</b>	<b>20.61</b>																											
Summer Freeboard =	<b>29.30</b>																												

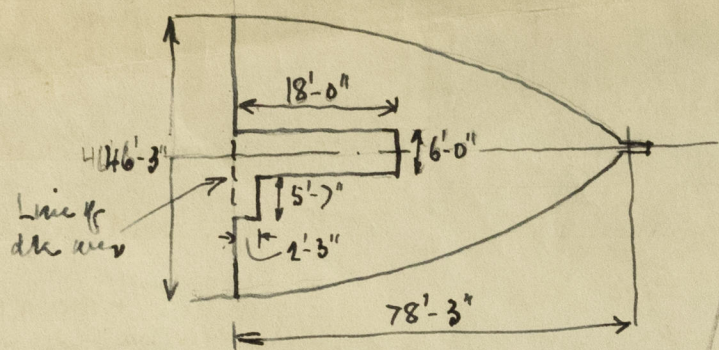
## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ... <b>16 1/4"</b>	Tropical Fresh Water Freeboard ... <b>1' 7"</b>
Fresh Water Line " " ... <b>5 1/4"</b>	Fresh Water " " ... <b>2' 0"</b>
Tropical Line " " ... <b>5"</b>	Tropical " " ... <b>1' 0 1/4"</b>
Winter Line below " " ... <b>5"</b>	Winter " " ... <b>2' 10 1/4"</b>
Winter North Atlantic Line " " ... <b>8 1/4"</b>	Winter North Atlantic " " ... <b>3' 13 1/4"</b>



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.

### Forecastle equivalent bulkhead



$18.0' \times 6.0' = 108.00'$   
 $2.25' \times 5.58' = 12.55'$   
 $\frac{108.00}{120.55} = 0.895$   
 $0.895 \times 78.25 = 70.14$  equiv overhang  
 $70.14 + 4.61 = 74.75$  equiv enclosed length.

### Poop equivalent length.

$2 \frac{2}{3} \times 4'-6" = 129'-2"$   
 $+ 3'-0" = 132'-17"$

*over*

Trade of ship

*General*

Names of sister ships

*'GOLD RANGER' DUNDEE REPORT N° 9226, 'GRAY RANGER' DUNDEE REPORT N° 9246*

Builder's name and yard number

*The Caledon S.B. & E. Co. Ltd. Yard no 391*

Owners

*The Admiralty*

Fee £ 14-0-0.



© 2020

Lloyd's Register  
Foundation