

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

Ship's Name "SUSSEX TRADER" JANANI	Official Number	Nationality and Port of Registry British London Bombay	Gross Tonnage 4221	Date of Build 1947	Port of Survey Sunderland
Moulded Dimensions: Length 380.00' Breadth 54.42' Depth 26.00' to Fbd. Dk. 380.77' to CENTRE RUDER STOCK. 34.50' to Upper Dk.					Date of Survey During Construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 9680 @ 22.10' tons					Surveyor's Signature D. Forsyth
Coefficient of fineness for use with Tables .7413 .740 ✓					Particulars of Classification +100A.1. with Freeboard (Contemplated)

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 26.00'	(a) Where D is greater than Table depth (D - Table depth) R = (26.07 - 25.38) x 2.929 = +2.02" ✓	Moulded Breadth (B) 54.42'
Stringer plate ... (.80")06"	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = .69 ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{54.42 \times 12}{50} = \mathbf{13.06" ✓}$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam (at upper Dk.) 13.50" ✓
Depth for Freeboard (D) = 26.07' ✓		Difference (6" Camber at Fbd. Dk.) 6.00" ✓
		Restricted to 7.06" ✓
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{7.06}{4} \times .0063 = \mathbf{+0.01" ✓}$

DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	36.10'	36.10'	8.00'	✓	36.10'
" overhang33'	.16'			.16'
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	339.67'	339.67'	8.50' (amidships)	✓	339.67'
" overhang					
Trunk aft					
" forward	4.67'	2.42'	8.00'	✓	2.42'
Tonnage opening aft	5.00'	2.42'	8.00'	✓	2.42'
" " forward					
Total	380.77'	378.35'			378.35'

Standard Height of Superstructure 7.31' ✓	
" " R.Q.D. ✓	
Deduction for complete superstructure 40.72" ✓	
Percentage covered $\frac{S}{L} = \frac{378.35}{380.77} = \mathbf{100.0 ✓}$	
" " $\frac{S_1}{L} = \mathbf{99.37 ✓}$	
" " $\frac{E}{L} = \mathbf{99.22 ✓}$	
Percentage from Table, Line A. 98	
(corrected for absence of forecastle (if required)) 99.22 ✓	
Percentage from Table, Line B.	
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required) ✓	
Deduction = 40.72 x .9922 = 40.40" ✓	

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P.	48.08	✓	1	48.08	48.00	48.08	1
$\frac{1}{8}$ L from A.P.	21.395	✓	4	85.58	21.33	21.395	4
$\frac{2}{8}$ L "	5.29	✓	2	10.58	5.33	5.29	2
Amidships	-	✓	4	-	-	-	4
$\frac{2}{8}$ L from F.P.	10.58	✓	2	21.16	8.00	9.49	2
$\frac{1}{8}$ L "	42.79	✓	4	171.16	32.00	38.40	4
F.P.	96.15	✓	1	96.15	72.00	86.28	1
Total				432.71	14.28		

Mean actual sheer aft = EXCESS	
Mean standard sheer aft	
Mean actual sheer forward = DEFICIENT	
Mean standard sheer forward	
Length of enclosed superstructure forward of amidships = L	
" " aft of " = C.S.S.	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{29.61}{18} \times .25 = \mathbf{+0.41" ✓}$

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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.740 + .62}{1.36} = \frac{1.420}{1.36} = \mathbf{1.044 ✓}$
Depth to Freeboard Deck = 26.07'	$\Delta = \mathbf{104.23 ✓}$	Depth Correction 2.02' ✓
Summer freeboard = 2.54'	Tons per inch immersion at summer load water line	Deduction for superstructures 40.40' ✓
Moulded draught (d) = 23.53'	T = 42.18 ✓	Sheer correction41' ✓
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction01' ✓
Winter freeboard = $\frac{d}{4}$ inches = 5.88" = 6" ✓	= 6.18" ✓	Correction for Thickness of Deck amidships -
Addition for Winter North Atlantic Freeboard (if required) = ✓	= 6 1/4" ✓	Other corrections, scantlings, etc. -
		2.44' 40.40' - 37.96' ✓
		Summer Freeboard = 30.56' ✓

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

Tropical Fresh Water Line above Centre of Disc	12 1/4" ✓	Tropical Fresh Water Freeboard	1' - 6 1/2" ✓
Fresh Water Line " "	6 1/4" ✓	Fresh Water " "	2' - 0 1/4" ✓
Tropical Line " "	6" ✓	Tropical " "	2' - 0 1/2" ✓
Winter Line below " "	6" ✓	Winter " "	3' - 0 1/2" ✓
Winter North Atlantic Line " "	✓	Winter North Atlantic " "	✓

"JANANI"

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.

Displacement at 23'-7" extreme draught = 10423 tons
Tons per inch " " " " = 42.18

Trade of ship General Cargo

Names of sister ships ✓

Builder's name and yard number Sir James Laing & Sons Ltd., Sunderland. Yard No. 777

Owners Trader Navigation Co., Ltd.

Fee £ 15

will be charged on F.E.



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Foundation