

JUL 23 1938

Index. No. 35721
(For London Office only).

Rpt. C.11 (Comp.).

London 35663
Malvernian 34992
Belgravia 35371
Florian 36210

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER.~~)

No. 17846.

Ship's Name CORINTHIAN (GRAY'S NO. 1083)	Official Number 166246	Nationality and Port of Registry BRITISH, LIVERPOOL.	Gross Tonnage 3157 APPROX 3198 net 3150 gross 3121.52	Date of Build 1938	Port of Survey WEST HARTLEPOOL.
Moulded Dimensions: Length 338.75 Breadth 49.83 Depth 23.25					Date of Survey WHILST BUILDING, 1938.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 6348 tons					Surveyor's Signature Hugh L. Walker.
Coefficient of fineness for use with Tables $\frac{6348 \times 35}{338.75 \times 49.83 \times 23.25 \times .85} = .666$ (actual) <i>.68 for use with tables</i>					Particulars of Classification 100 A1 "WITH FREEBOARD" - CONTEMPLATED -
Depth for Freeboard (D).		Depth correction.		Round of Beam correction.	
Moulded depth ... 23.25		(a) Where D is greater than Table depth (D - Table depth) R = $(23.29 - 22.58) 2.606 = +1.85$		Moulded Breadth (B) 49.83	
Stringer plate04		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50} = 11.96$	
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam = 12.50	
Depth for Freeboard (D) = 23.29				Difference + .54	
				Restricted to	
				Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.54^2}{4} \times .007 = \text{NIL}$	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	31.25	31.25	7.75		31.25
" overhang29	.14	9.50		.14
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...	302.75	302.75	9.50		302.75
F'cle enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...	4.46	2.30	9.50		2.30
" " forward ...					
Total ...	338.75	336.44			336.44

Standard Height of Superstructure	6.887
" " R.Q.D.	
Deduction for complete superstructure	37.92
Percentage covered $\frac{S}{L} =$	100
" " $\frac{S_1}{L} =$	99.3
" " $\frac{E}{L} =$	99.3
Percentage from Table, Line A.	99.14
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B.	99.14
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction = $37.92 \times .9914 =$	- 37.60

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	43.875	1	43.875	43.87	75.22	1	75.22		
1/2 L from A.P. ...	19.52	4	78.08	19.50	39.47	4	139.88		
3/4 L " ...	4.83	2	9.66	4.75	8.27	2	16.54		
Amidships ...	✓	4	✓	✓	✓	4	✓		
3/4 L from F.P. ...	9.65	2	19.30	9.62	13.10	2	26.20		
1/2 L " ...	39.05	4	156.20	39.00	53.00	4	212.00		
F.P. ...	87.75	1	87.75	87.75	119.10	1	119.10		
Total ...			394.865	+31.35			582.94		

Mean actual sheer aft = 6 p.c.s. ✓

Mean standard sheer aft = 7.75' high. ✓

Mean actual sheer forward = 4 p.c.s. ✓

Mean standard sheer forward = 7.75' high. ✓

Length of enclosed superstructure forward of amidships =

Length of enclosed superstructure aft of amidships =

Rule Height of superstructure = 6.887 FT. ✓

∴ 6 p.c.s. = 2.613 FT. ✓

= 31.35 ins. ✓

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{188.07}{18} \times .25 = -2.61$ ✓

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

Actual Height of Superstructure = 9.50'
kept aft where second Dk is
raised 1'-9" so making 'twelve
Deck aft of Tonnage Well
= 7.75' high.

Rule Height of Superstructure = 6.887 FT.
= 2.613 FT.
= 31.35 INS.

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

Depth to Freeboard Deck = **23.29**
Summer freeboard = **1.85**
Moulded draught (d) = **22.04**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **5.51 = 5 $\frac{1}{2}$**
Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 7248$ TONS.
Tons per inch immersion at summer load water line
 $T = 31.64$
Deduction = $\frac{\Delta}{40 T}$ inches
 $= \frac{7248}{40 \times 31.64} = 5.73 = 5\frac{3}{4}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient **NIL**

	+	-
Depth Correction	1.85	
Deduction for superstructures		37.60
Sheer correction		2.61
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
	1.85	40.21

Summer Freeboard = **15.00 INS.**

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

Tropical Fresh Water Line above Centre of Disc	11/4
Fresh Water Line	5/4
Tropical Line	5/2
Winter Line below	5/2
Winter North Atlantic Line	

Tropical Fresh Water Freeboard	0-3/4
Fresh Water	0-9/4
Tropical	0-9/2
Winter	1-8/2
Winter North Atlantic	

1-3
0-3/4
0-9/4
0-9/2
1-8/2
Lloyd's Register
MARKING FORM
RECEIVED

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 Ocean - going.
 Names of sister ship S.S. "IOBIAN" WEST HARTLEPOOL REPORT NO. 17830.
 Builder's name and yard number Messrs. Wm. Gray and Co., Ltd. NO. 1083
 Owners ELLERMAN LINES, LTD. (Managers: Ellerman & Papayanni Lines, Ltd.)
 Fee £ 14 : 0 : 0

Corinthian.



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