

12 AUG 1944

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Line Clearance 377 37391

"NORTH POINT"

Ship's Name **ex "RIVER DERWENT"**

Official Number **✓**

Nationality and Port of Registry **BRITISH**
PORT ADELAIDE
Hong Kong

Gross Tonnage **APPROX 4920**

Date of Build **1944**

Port of Survey **WHYALLA**
SOUTH AUSTR.

Date of Survey **WHILE BUILDING**

Surveyor's Signature **G. Pratt**

Particulars of Classification **100A.1**
with freeboard

Moulded Dimensions: Length **426.5** Breadth **56.5** Depth **36.56** to shelter deck

Moulded displacement at moulded draught = 85 per cent. of moulded depth **16230** tons

Coefficient of fineness for use with Tables **460.758**

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth 36.563	(a) Where D is greater than Table depth (D—Table depth) R = 24.57	Moulded Breadth (B) 56.5
Stringer plate -.66	(b) Where D is less than Table depth (if allowed) (Table depth—D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 13.56$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 9.00
Depth for Freeboard (D) = 36.618		Difference 4.56
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{4.56^2}{4} \times \frac{9.137}{42} = +1.04$

DEDUCTION FOR SUPERSTRUCTURES

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure 7.5
" overhang						" " R.Q.D. ✓
R.Q.D. enclosed						Deduction for complete superstructure 42
" overhang						Percentage covered $\frac{S}{L} = 8.63$
Bridge enclosed						" " $\frac{S_1}{L} = 8.63$
" overhang aft						" " $\frac{E}{L} = 8.63$
" overhang forward						Percentage from Table, Line A. 4.32
F'cle enclosed gun	35.62	35.62	7.5		35.62	(corrected for absence of fore-castle (if required))
" overhang	1.21	1.21			1.21	Percentage from Table, Line B.
Trunk aft						(corrected for absence of fore-castle (if required))
" forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction = 42 - 0.432 = -1.81
" " forward						
Total	36.83	36.83			36.83	

SHEER CORRECTION

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual sheer aft	Mean standard sheer aft
A.P.	52.65	1		52.65	51.62	51.62	1		51.62	deficient	
$\frac{1}{2}L$ from A.P.	23.43	4		93.72	23.25	23.25	4		93.00		
$\frac{2}{3}L$ "	5.79	2		11.58	6.25	6.25	2		12.50		
Amidships		4					4				
$\frac{2}{3}L$ from F.P.	11.58	2		23.16	11.75	11.75	2		23.50		
$\frac{1}{2}L$ "	46.86	4		187.44	47.42	47.42	4		189.68		
F.P.	105.30	1		105.30	105.27	105.27	1		105.30		
Total				473.85					473.68		
Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{473.85 - 473.68}{18} \times \frac{75 - 36.83}{2 \times 426.5} = -0.007$										If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.	
If limited on account of midship superstructure. yes = nil											

Deduction for Tropical Freeboard

Addition for Winter and Winter North Atlantic Freeboard

Ft.

Depth to Freeboard Deck = **56.62**

Summer freeboard = **11.14**

Moulded draught (d) = **25.48**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **6.37**

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water

Displacement in salt water at Summer load water line

$\Delta = 12048$ 13080

Tons per inch immersion at Summer load water line

T = **48.59**

Deduction = $\frac{\Delta}{40T}$ inches

= **6.78** = **6.78**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient	+	-
79.81 + 0.88		
758		
160 + 0.68		
1.36		
Depth Correction	24.57	
Deduction for superstructures		1.81
Sheer correction		
Round of Beam correction	1.04	
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
to a summer mld. draft of 25.546		
Sum of freeboard = 133.75		

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

Tropical Fresh Water Line above Centre of Disc	13		Tropical Fresh Water Freeboard	11-1 1/2
Fresh Water Line	6 3/4		Fresh Water	10-0 1/2
Tropical Line	6 1/4		Tropical	10-6 3/4
Winter Line below	6 1/4		Winter	10-7 1/4
Winter North Atlantic Line			Winter North Atlantic	11-8 3/4

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 International

Names of sister ships SS. River Glendy

Builder's name and yard number Broken Hill Pty Co Ltd 1725

Owners Commonwealth of Australia (Dept. of Supply Shipping)

Fee £ Forwarded with 1st entry



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Foundation