

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

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

Received
 Index No.
 Govt. Copy
 Owners C11

Ship's Name "MARK SLAVIN" (ex- "ESSO NYBORG")	Official Number	Nationality and Port of Registry Panamanian Panama	Gross Tonnage 9949 9751	Date of Build 1945 7	Port of Survey... Copenhagen
Moulded Dimensions: Length 143.69 Breadth 19.86 Depth 10.77					Date of Survey... May, 1962
Freeboard Length 143.694					Surveyor's Signature <i>Thompson</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 21640 tons					Particulars of Classification... +100A1
Coefficient of fineness for use with Tables 81					carrying petroleum in bulk

DEPTH FOR FREEBOARD (D). Moulded depth ... 10.770 Stringer plate ... 0.0195 Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 10.790	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = $8.33 (10.79 - 9.58) 30 = +302 \text{ mm}$ (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) 19.86 Standard Round of Beam = $\frac{B \times 12}{50} = .397$ Ship's Round of Beam = Difference .009 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right) = \frac{9}{4} \times .6136 = -1 \text{ mm}$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	30.890	30.890	2.29	-	30.890
" overhang ...	0.914	.457			.457
R.Q.D. enclosed ...					
" overhang ...	9.244				
Bridge enclosed ...	9.58	9.244	2.29	-	9.244
" overhang aft see over	2.050	1.538			1.538
" overhang forward ...					
F'cle enclosed see over	13.390	13.390	2.29	-	13.390
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...	56.488	55.519			55.519
Total ...					

Standard Height of Superstructure 2.29 m

" " R.Q.D. -

Deduction for complete superstructure 1067 mm

Percentage covered $\frac{S}{L} = 39.31$

" " $\frac{S_1}{L} = 38.64$

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

Percentage from Table, Line A. Tanker 29.64
 (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 = $1067 \times 29.64 = -316 \text{ mm}$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	1451	1	1451	1506	1506	1	1506
$\frac{1}{2}$ L from A.P. ...	645	4	2580	624	624	4	2496
$\frac{2}{3}$ L " ...	161	2	322	165	165	2	330
Amidships ...	0	4	0	0	0	4	0
$\frac{2}{3}$ L from F.P. ...	323	2	646	355	355	2	710
$\frac{1}{2}$ L " ...	1289	4	5156	1444	1444	4	5776
F.P. ...	2902	1	2902	3405	3405	1	3405
Total ...			13057				14223

Mean actual sheer aft = Excess
 Mean standard sheer aft =

Mean actual sheer forward = Excess.
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{14223-13057}{18} \times (.75 - .1966) = -36 \text{ mm}$

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 = 10.79 Summer freeboard = 2.19 Moulded draught (d) = 8.60 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{48} \text{ inches} = 180 \text{ mm}$ Addition for Winter North Atlantic Freeboard (if required) = 180 + 20 = 200 mm	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 19856 \text{ tons}$ Tons per inch immersion at summer load water line $T = 68.12$ Deduction = $\frac{\Delta}{40 T} \text{ inches} = 7.287$ $= 185 \text{ mm}$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{68+81}{1.36} = 149/1.36$ <table border="1"> <tr> <th></th><th>+</th><th>-</th></tr> <tr> <td>Depth Correction</td><td>302</td><td>-</td></tr> <tr> <td>Deduction for superstructures</td><td>-</td><td>316</td></tr> <tr> <td>Sheer correction</td><td>-</td><td>36</td></tr> <tr> <td>Round of Beam correction</td><td></td><td>1</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>302</td><td>353</td></tr> </table> Summer Freeboard = 2194		+	-	Depth Correction	302	-	Deduction for superstructures	-	316	Sheer correction	-	36	Round of Beam correction		1	Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.				302	353
	+	-																								
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

DAHISH Freeboards

Reassigned.

4 - JUN 1962

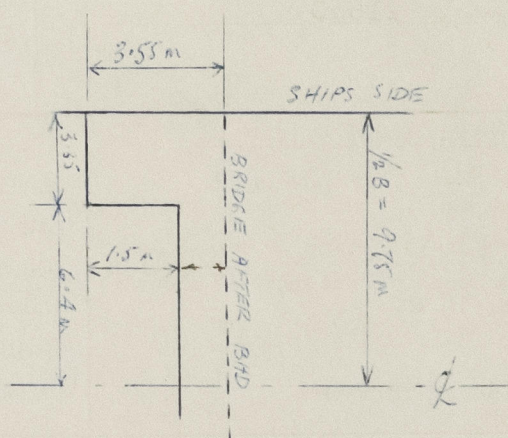
Tropical Fresh Water Line above Centre of Disc ...	365 mm	Tropical Fresh Water Freeboard ...	2190 mm
Fresh Water Line " " ...	185 mm	Fresh Water " " ...	1825 mm
Tropical Line " " ...	180 mm	Tropical " " ...	2005 mm
Winter Line below " " ...	180 mm	Winter " " ...	2010 mm
Winter North Atlantic Line " " ...	300 mm	Winter North Atlantic " " ...	2370 mm
			2490 mm

Mark Harwin

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.

F'cle open with no bulkhead.

BRIDGE OVERHANG.



NOTE BRIDGE FRONT CURVATURE 2'-0".
NO OFFSETS AVAILABLE.

<u>BRIDGE</u>	Length of Ship	8.839 m
	From 2/3 x 3.55 m	4.05 m
		<u>9.244</u>
Overhang	1.538 m	1.538

Trade of ship Ocean Going. Oil Tanker.

Names of sister ships Not known.

Builder's name and yard number Burmeister & Wain, not known.

Owners The Caribbean Federation Lines.

Fee Kr. 1480.-

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



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