

N-TYPE No. 106883

OWNERS' C.11 ISSUED

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42094

NO JAN 1950



(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey	Date of Survey	Surveyor's Signature	Particulars of Classification
"SLANEY"	183194	BRITISH LONDON	994.	1950	NEWCASTLE-ON-TYNE	White building	R. W. Y. Gordon.	* 100 A1 (Class contemplated)
Moulded Dimensions: Length 205.5 ft. Breadth 32.5 ft. Depth 13'-11" to upper deck ✓ (to C.L. of moulded deck) (11'-10") = 1574 ✓ Moulded displacement at moulded draught = 85 per cent. of moulded depth at 13'-5 1/2" moulded draught 1834 tons ✓ Coefficient of fineness for use with Tables 0.712 . 697.								

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	13.92	(a) Where D is greater than Table depth		Moulded Breadth (B)	32.5'
Stringer plate	0.03	(D - Table depth) R =		Standard Round of Beam = $\frac{B \times 12}{50} =$	7.9"
Sheathing on exposed deck	-	(13.95 - 13.70) 1.581 = +.40'		Ship's Round of Beam =	8.0"
T $\left( \frac{L-S}{L} \right) =$	-	(b) Where D is less than Table depth (if allowed)		Difference	0.2"
Depth for Freeboard (D) =	13.95	(Table depth - D) R =		Restricted to	
		If restricted by superstructures		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$	.2 x .2516 = .05

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	-				
" " overhang Equir. ... ..	-24				
R.Q.D. enclosed Equir. ... ..	136.74	136.24	5.00'	✓	136.24
" " overhang ... ..	-				
Bridge enclosed ... ..	-				
" " overhang aft ... ..	-				
" " overhang forward ... ..	-				
F'cle enclosed OPEN. ... ..	17.43'	17.29	7.00'	✓	17.29
" " overhang ... ..	0.29'	.29			.29
Trunk aft ... ..	-				
" " forward ... ..	-				
Tonnage opening aft ... ..	-				
" " forward ... ..	-				
Total ... ..	153.96	153.82			153.82

Standard Height of Superstructure	6.00'
R.Q.D.	3.703
Deduction for complete superstructure	26.55 "
Percentage covered $\frac{S}{L} =$	74.92
" " $\frac{S_1}{L} =$	} 74.85
" " $\frac{E}{L} =$	
Percentage from Table, Line A. <del>28</del>	68.97
<del>(corrected for absence of forecastle (if required))</del>	✓
Percentage from Table, Line B.	✓
(corrected for absence of forecastle (if required))	✓
Interpolation for bridge less than .2L (if required)	✓
Deduction = 26.55 × .6897 =	18.32 "

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	30.55	1	30.55	30½"	30.55	1	30.55
$\frac{1}{8}$ L from A.P. ...	13.595	4	54.38	14¼"	13.595	4	54.38
$\frac{3}{8}$ L " ...	3.36	2	6.72	3½"	3.36	2	6.72
Amidships ...	✓	4	✓	0	✓	4	✓
$\frac{5}{8}$ L from F.P. ...	6.72	2	13.44	8"	8.00	2	16.00
$\frac{7}{8}$ L " ...	27.19	4	108.76	25¼"	25.25	4	101.00
F.P. ...	61.10	1	61.10	61¾"	61.75	1	61.75
Total ...			274.95				270.40

$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = \text{Definat}$$
$$\frac{\text{Length of enclosed superstructure}}{L} \text{ forward of amidships} = \left. \begin{array}{l} \\ \\ \end{array} \right\} \text{Definit Schen}$$

Standard      Actual      aft of      Standard      Actual

6.72	8.00	3	20.18	24.00
27.19	25.25	3	21.57	75.75
61.10	61.75	1	61.10	61.75
			<u>162.83</u>	<u>161.50</u>

161.50  
162.83 = 99.18

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{4.55}{18} \left( .75 - \frac{3746}{3754} \right) = +.09$

If limited on account of midship superstructure.

If limited on account of midship superstructure.

**Deduction for Tropical Freeboard.**

**Addition for Winter and Winter North Atlantic Freeboard.**

**R.Q.**

Depth to ~~Freeboard~~ Deck = **18.95** Ft.

Summer freeboard = **5.54**

Moulded draught (d) = **13.41**

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = **3.35 = 3 1/4"**

Addition for Winter North Atlantic Freeboard (if required) = **5 1/4"**

**Deduction for Fresh Water.**

Displacement in salt water at summer load water line

$\Delta = 1850$

Tons per inch immersion at summer load water line

T = **13.60**

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

= **3.40"**

= **3 1/2"**

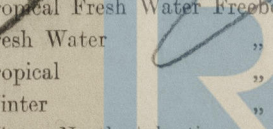
**TABULAR FREEBOARD** corrected for Flush Deck (if required)

Correction for coefficient  $\frac{697+63}{1.36} = 1.377/1.36$

	+	-
Depth Correction ... ..	.40	✓
Deduction for superstructures ... ..	✓	18.32
Sheer correction ... ..	.09	✓
Round of Beam correction ... ..	✓	.01
Correction for Thickness of Deck amidships ... ..	60.00	✓
Other corrections, scantlings, etc. ... ..	✓	1
	<b>60.49</b>	<b>18.33</b>
	<b>+ 42.16</b>	
	<b>Summer Freeboard = 66.50</b>	

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

Tropical Fresh Water Line above Centre of Disc	6 3/4	"
Fresh Water Line	3 1/2	"
Tropical Line	3 1/4	"
Winter Line	3 1/4	"
Winter North Atlantic Line	3 1/4	"



Tropical Fresh Water Freeboard	70°
Fresh Water	60°
Tropical	50°
Winter	40°
Winter North Atlantic	30°



Slaney

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.

DEAUGHT (MLD)	DISPL. (MLD) (Tons)	DISPL (EST). Tons	T.P.I.
12'-0"	1600	1611	13.20
12'-6"	1676	1687	
13'-0"	1760	1772	13.46
13'-6"	1837	1850	
13'-11"	1907	1921	13.72

Trade of ship Foreign Trade (bullies)

Names of sister ships "HALCIENCE" (YARD NO 146)

Builder's name and yard number Beland's (Successors) Ltd. N° 147

Owners H. WILSON ESQ., WEXFORD, EIRE.

Fee £ 2



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