

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

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

Ship's Name "IVYBANK"	Official Number 169691	Nationality and Port of Registry BRITISH <i>Glasgow</i>	Gross Tonnage 7263	Date of Build 1943	Port of Survey LIVERPOOL
Moulded Dimensions: Length 417.89 ⁷³ Breadth 56.89 ³⁰ Depth 37.33 <i>to centre of rudder stock</i>					Date of Survey JAN. & FEB. 1948
Moulded displacement at moulded draught = 85 per cent. of moulded depth.....tons					Surveyor's Signature <i>Naush B. Murray.</i>
Coefficient of fineness for use with Tables..... .766					Particulars of Classification <i>class contemplated.</i>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 37.33	(a) Where D is greater than Table depth (D-Table depth) R = (37.33 - 27.85) 3 = + 28.62"	Moulded Breadth (B) 56.89
Stringer plate06	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{13.65}{50} = \mathbf{13.65}$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam = $\frac{14.10}{14} = \mathbf{14.10}$
Depth for Freeboard (D) = 37.39		Difference + .45
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.45}{4} = \mathbf{.11}$

DEDUCTION FOR SUPERSTRUCTURES.					Standard Height of Superstructure 7.5'
Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	" " R.Q.D. 42"
Poop enclosed					Deduction for complete superstructure
" overhang					Percentage covered $\frac{S}{L} =$
R.Q.D. enclosed					" " $\frac{S_1}{L} =$ NIL
" overhang					" " $\frac{E}{L} =$
Bridge enclosed					Percentage from Table, Line A.
" overhang aft					(corrected for absence of forecastle (if required))
" overhang forward					Percentage from Table, Line B.
F'cle enclosed					(corrected for absence of forecastle (if required))
" overhang					Interpolation for bridge less than .2L (if required)
Trunk aft					Deduction = NIL
" forward					
Tonnage opening aft					
" " forward					
Total					

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P.	51.77	1		51.77	53.0	53.0	1
$\frac{1}{8}L$ from A.P.	23.04	4		92.16	21.5	21.5	4
$\frac{2}{8}L$ "	5.695	2		11.39	5.0	5.0	2
Amidships	-	4		-	-	-	4
$\frac{3}{8}L$ from F.P.	11.39	2		22.78	11.5	11.5	2
$\frac{4}{8}L$ "	46.08	4		184.32	47.0	47.0	4
F.P.	103.55	1		103.55	104.5	104.5	1
Total				465.97			
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{1.47 \times .75}{18} = \mathbf{+.06"$							
If limited on account of midship superstructure. ✓							
Mean actual sheer aft = deficient but > .75							
Mean standard sheer aft =							
Mean actual sheer forward = evens							
Mean standard sheer forward =							
Length of enclosed superstructure forward of amidships = flush deck							
" " aft of " =							
If limited to maximum allowance of 1½ ins. per 100 ft. ✓							

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	83.34
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{768 + 68}{1.36} = 1.448 / 1.36$	88.74
Depth to Freeboard Deck = 37.39	$\Delta = 14246$	Depth Correction 28.62	
Summer freeboard = 9.73	Tons per inch immersion at summer load water line	Deduction for superstructures06	
Moulded draught (d) = 27.66	T = 48.7	Sheer correction11	
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction11	
Winter freeboard = $\frac{d}{4}$ inches = 6.92 = 7"	= 7.31	Correction for Thickness of Deck amidships -	
Addition for Winter North Atlantic Freeboard (if required) = ✓	= 7¼"	Other corrections, scantlings, etc. -	
		28.68 .11 + 28.57	
		Summer Freeboard = 117.31	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-			
As previously assigned by Am. Bureau 10	Tropical Fresh Water Line above Centre of Disc ... 14¼"	Tropical Fresh Water Freeboard ... 8.1	83¼"
	Fresh Water Line " " ... 7¼"	Fresh Water " " ... 9.1	92¼"
	Tropical Line " " ... 7"	Tropical " " ... 9.1	91¼"
	Winter Line below " " ... 7"	Winter " " ... 10.1	101¼"
	Winter North Atlantic Line " " ... ✓	Winter North Atlantic " " ... ✓	✓

Loybank.

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.

Abds. assigned by BC

from top of steel deck

T 9'-13/4

7" above deck

S 9'-8 3/4

W 10'-3 3/4

7" below deck

7/4" FW allowance

Camber

$$9.75 \times 14 = 136.5$$

$$18.7 \times \frac{14}{2} = \frac{130.9}{267.4}$$

$$2 \times \frac{267.4}{56.9} \times 1.5 = 14.10'' \text{ equiv camber}$$

Trade of ship

Names of sister ships

Builder's name and yard number

"Loybank"

ex "SAMYORK" ex WALTER HUSBAND

*Bethlehem Fairfield Shipyard Inc
Baltimore Md.*

Owners

Bank Line

Fee £

18. 0 . 0

MLD



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Foundation