

Edinburgh 39213

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

76d 7057

(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 ⁷³ 417.89 Breadth ³⁰ 56.89 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 G. 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 = 9.54	Standard Round of Beam = $\frac{B \times 12}{50} = 13.65$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = 14.10
Depth for Freeboard (D) = 37.39		Difference $\frac{14}{4} = +.45$
		Restricted to
		Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.45}{4} = -.11$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
„ overhang					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed					
„ overhang aft					
„ overhang forward					
F'cle enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft					
„ „ forward					
Total					

Flush Deck. No superstructures.

Standard Height of Superstructure **7.5'**
R.Q.D. **42"**
Deduction for complete superstructure **42"**
Percentage covered $\frac{S}{L} =$
 $\frac{S_1}{L} =$
 $\frac{E}{L} =$ } **NIL**
Percentage from Table, Line A. (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 = **NIL**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	51.77	1	51.77	53.0	53.0	1	53.0		
$\frac{1}{4}L$ from A.P.	23.04	4	92.16	21.5	21.5	4	86.0		
$\frac{2}{8}L$ „	5.695	2	11.39	5.0	5.0	2	10.0		
Amidships	-	4	-	-	-	4	-		
$\frac{2}{8}L$ from F.P.	11.39	2	22.78	11.5	11.5	2	23.0		
$\frac{1}{4}L$ „	46.08	4	184.32	47.0	47.0	4	188.0		
F.P.	103.55	1	103.55	104.5	104.5	1	104.5		
Total			465.97				464.5		

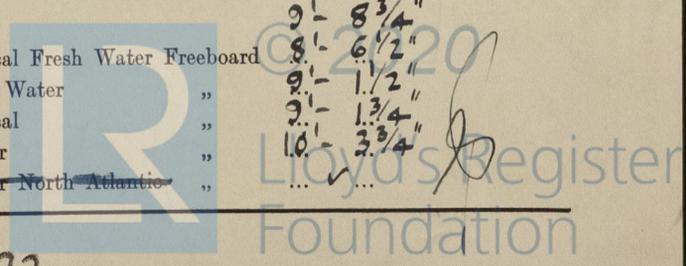
Mean actual sheer aft = **77.07 + 6.27**
Mean standard sheer aft = **768 + 68 = 1.448 / 1.36**
Mean actual sheer forward = **evens**
Mean standard sheer forward = **evens**
Length of enclosed superstructure forward of amidships = **Flush deck**
aft of „ = **Flush deck**
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{1.47 \times .75}{18} = +.06$
If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 37.39 Summer freeboard = 9.73 Moulded draught (d) = 27.66 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.92 = 7" Addition for Winter North Atlantic Freeboard (if required) = <input checked="" type="checkbox"/>	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 14246$ Tons per inch immersion at summer load water line $T = 48.7$ Deduction = $\frac{\Delta}{40 T}$ inches = 7.31 = 7 1/4"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{77.07 + 6.27}{1.36} = 1.448 / 1.36$ Depth Correction 28.62 Deduction for superstructures06 Sheer correction11 Round of Beam correction11 Correction for Thickness of Deck amidships - Other corrections, scantlings, etc. - 28.68 .11 + 28.57 Summer Freeboard = 117.31	83.34 88.74 82B 4.2.48
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ... 14 1/4"	Tropical Fresh Water Freeboard ... 8 1/4"
Fresh Water Line „ „ ... 7 1/4"	Fresh Water „ „ ... 2 1/2"
Tropical Line „ „ ... 7 ...	Tropical „ „ ... 1 1/2"
Winter Line below „ „ ... 7 ...	Winter „ „ ... 1 3/4"
Winter North Atlantic Line „ „ ... ✓ ...	Winter North Atlantic „ „ ... 3 3/4"

As previously assigned by Am. Bureau 1948



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'-1 $\frac{3}{4}$ "	7" above deck
S	9'-8 $\frac{3}{4}$ "	
W	10'-3 $\frac{3}{4}$ "	7" below deck

7/8" FW allowance

Camber

$$9.75 \times 14 = 136.5$$

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

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

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