

OCT 1947

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(For London Office only).

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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name m.v. "TARANSAY"	Official Number 148980	Nationality and Port of Registry BRITISH GLASGOW. BOSTON	Gross Tonnage 174	Date of Build 1930	Port of Survey GRIMSBY
Moulded Dimensions: Length 102'-0" Breadth 20'-0" Depth 11'-4" <i>102'-19" 76% of length on L.W.L.</i>				Date of Survey Aug & Sept 1947.	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 288 tons				Surveyor's Signature R.S. Piddington	
Coefficient of fineness for use with Tables ✓.68 (512 actual)				Particulars of Classification +100 A (in Service between U.K. & HOLLAND)	

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 11'-4"	(a) Where D is greater than Table depth (D - Table depth) R = (11.46 - 6.81) .786 = +3.65"	Moulded Breadth (B) 20'-0"
Stringer plate ... 2.5"	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓	Standard Round of Beam = $\frac{B \times 12}{50} = 4.80"$
Sheathing on exposed deck 2.4"		Ship's Round of Beam = 7"
$T \left(\frac{L-S}{L} \right) = \frac{2.25 \times 58.48}{12 \times 102.49} = .11$	If restricted by superstructures ✓	Difference Excess 2.20"
Depth for Freeboard (D) = 11.46		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{2.20}{4} \times 57.23 = -31"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	12'-0"	13.96	7'-0"		13.96	Standard Height of Superstructure 6'-00"
.. overhang ...	13.96					.. R.Q.D. ✓
R.Q.D. enclosed ...						Deduction for complete superstructure 16.22
.. overhang ...						Percentage covered $\frac{S}{L} = 42.77$
Bridge enclosed $\frac{S_1}{L} = 42.77$
.. overhang aft $\frac{E}{L} = 22.54$
.. overhang forward ...	29.75	29.75	1'-9"	1.83	9.07	Percentage from Table, Line A. 11.27
F'cle enclosed ...	31'-0"		+0.08"	6.0		(corrected for absence of fore-castle (if required))
.. overhang ...						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 = 16.22 × 11.27 = 1.83"
.. forward ...						
Total ...	43.71	43.71			23.03	

Sheer heights measured from bottom of hull to top of 2" x 4" wood deck or line 2" x 4" above deck.

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	20.22	1	20.22	13.2"	16.92	16.92	1	16.92	16.92	Mean actual sheer aft = < 50%
1/2 L from A.P. ...	9.00	4	36.00	12.1"	2.88	2.88	4	11.52	11.52	Mean actual sheer forward = Excess
2/3 L " ...	2.22	2	4.44	11.9"	-1.32	-1.32	2	-2.64	-2.64	Mean standard sheer forward
Amidships ...	-	4	-	11.11"	0	-	4	-	-	Length of enclosed superstructure forward of amidships = Deficient
2/3 L from F.P. ...	4.45	2	8.90	12.7"	7.20	4.45	2	8.90	8.90	aft of " = Sheers
1/2 L " ...	17.995	4	71.98	13.83"	20.76	17.995	4	71.98	71.98	
F.P. ...	40.44	1	40.44	15.2"	57.56	40.44	1	40.44	40.44	
Total ...			181.98					147.12	147.12	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{34.86 \times (75 - 2139)}{18 \times 5361} = +1.04"$

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 = **11.54"**

Summer freeboard = **1.15"**

Moulded draught (d) = **10.39"**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **2.59" = 3"**

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 345$

Tons per inch immersion at summer load water line

 $T = 3.89$ Deduction = $\frac{\Delta}{40T}$ inches = **2.22" = 2 1/4"**

DRAFT	DISPLACEMENT	TONS/INCH
10'-0"	306	3.78
9'-0"	262	3.65
8'-0"	221	3.52

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

NIL.

	+	-
Depth Correction ...	3.65	-
Deduction for superstructures ...	-	1.83
Sheer correction ...	1.04	-
Round of Beam correction ...	-	.31
Correction for Thickness of Deck amidships96	-
Other corrections, scantlings, etc. ...	-	-

Summer Freeboard = **13.73**

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

Tropical Fresh Water Line above Centre of Disc **NOT ASSIGNED**

Fresh Water Line " **2 1/4"**

Tropical Line " **NOT ASSIGNED**

Winter Line below " **3"**

Winter North Atlantic Line " **NOT ASSIGNED**

Tropical Fresh Water Freeboard ... **NOT ASSIGNED**

Fresh Water " **0'-11 1/2"**

Tropical " **NOT ASSIGNED**

Winter " **NOT ASSIGNED**

Winter North Atlantic " **NOT ASSIGNED**

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 Boston (Lines) and Holland.

Names of sister ships ✓

Builder's name and yard number Messrs Hall Russell & Co Ltd, Aberdeen, Conversion by J.S. Briggs Grimsby

Owners Messrs W. Groom & Co, Spalding, Lines.

Fee £ 8 - - -

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Foundation