

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name EMPIRE LILLIPUT.	Official Number 169094	Nationality and Port of Registry BRITISH. LONDON.	Gross Tonnage 138	Date of Build 1940-1	Port of Survey PORTSMOUTH.
Moulded Dimensions: Length 93.75 ✓ 94.1 Breadth 21.3 ✓ 21.5 Depth 10.54 ✓ 10.5					Date of Survey 23.12.46 & 15.1.47
Moulded displacement at moulded draught = 85 per cent. of moulded depth 293 ✓ tons					Surveyor's Signature <i>Emstarr.</i>
Coefficient of fineness for use with Tables .68 ✓ (.577 Actual)					Particulars of Classification +100 A1 FOR TOWING PURPOSES.

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 10.5 ✓	(a) Where D is greater than Table depth (D-Table depth) R = $(10.53 - 6.25) \cdot 0.121 = +3.09$ 4.28 ✓	Moulded Breadth (B) 21.3 ✓
Stringer plate 0.025 ✓	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 5.1$ ✓
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam = 5.0 ✓
Depth for Freeboard (D) = 10.525 ✓		Difference = 0.1 ✓
		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{0.1}{4} \times 1 = +0.02$ ✓

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

Standard Height of Superstructure	
" " R.Q.D.	
Deduction for complete superstructure	
Percentage covered $\frac{S}{L} =$	
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	
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.

THE VESSEL HAS A RAKING KEEL 12' FDR'D.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	19.375 19.41	1		19.375 19.41	27.75	27.75	1		27.75
$\frac{1}{8}$ L from A.P.	8.62 8.637	4		34.48 34.55	10.625	10.625	4		42.50
$\frac{3}{8}$ L " "	2.138	2		4.26 4.27	2.625	2.625	2		5.25
Amidships	-	4		0	0	0	4		0
$\frac{5}{8}$ L from F.P.	4.26 4.27	2		8.52 8.54	5.0	5.00	2		10.00
$\frac{7}{8}$ L " "	17.245 17.27	4		69.98 69.08	23.375	23.375	4		93.50
F.P.	38.75 38.82	1		38.75 38.82	59.0	59.00	1		59.00
Total				174.67 174.67					238.00

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = 2.64$ ✓

If limited on account of midship superstructure.

Mean actual sheer aft = **1.358**

Mean standard sheer aft =

Mean actual sheer forward = **1.447**

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

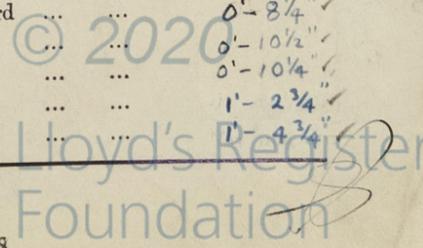
 " " aft of " = **Flush Deck.**

If limited to maximum allowance of 1 1/2 ins. per 100 ft. = **-1.41** ✓

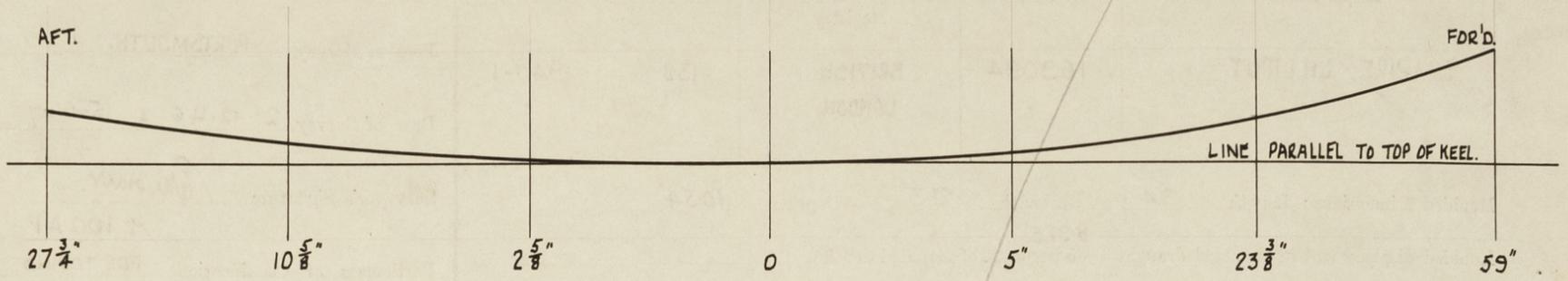
<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = 10.53 ✓</p> <p>Summer freeboard = 1.04 ✓</p> <p>Moulded draught (d) = 9.49 ✓</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2.37 = 2 3/4 ✓</p> <p>Addition for Winter North Atlantic Freeboard (if required) = 2 1/4 + 2 = 4 1/4 ✓</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line $\Delta = 322.9$ Tons.</p> <p>Tons per inch immersion at summer load water line $T = 3.927$ ✓</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches = 2.06 ✓</p> <p>= 2 ✓</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required) 10.78 ✓</p> <p>Correction for coefficient nil</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>3.09</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>-</td> </tr> <tr> <td>Sheer correction</td> <td>-</td> <td>1.41</td> </tr> <tr> <td>Round of Beam correction</td> <td>0.02</td> <td>-</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>Summer Freeboard = 12.48 ✓</td> <td>3.11</td> <td>1.41</td> </tr> </table> <p style="text-align: right;">+1.70</p>		+	-	Depth Correction	3.09	-	Deduction for superstructures	-	-	Sheer correction	-	1.41	Round of Beam correction	0.02	-	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-	Summer Freeboard = 12.48 ✓	3.11	1.41
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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	4 1/4 ✓	Tropical Fresh Water Freeboard	0' 8 1/4 ✓
Fresh Water Line " "	2 ✓	Fresh Water " "	0' 10 1/2 ✓
Tropical Line " "	2 1/4 ✓	Tropical " "	0' 10 1/4 ✓
Winter Line below " "	2 1/4 ✓	Winter " "	1' 2 3/4 ✓
Winter North Atlantic Line " "	4 1/4 ✓	Winter North Atlantic " "	1' 4 3/4 ✓



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.



omit

Trade of ship FOR TOWING PURPOSES.

Names of sister ships

Builder's name and yard number MESSRS RICHARD DUNSTON LTD. YARD NO. 385.

Owners SHELL CO. OF STRAITS SETTLEMENTS LTD.

Fee £ 4 . 0 . 0



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