

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.  
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

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

<b>DEPTH FOR FREEBOARD (D).</b>	<b>DEPTH CORRECTION.</b>	<b>ROUND OF BEAM CORRECTION.</b>
Moulded depth ... <b>10.5</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>(10.53 - 6.25) × 0.121 = +3.09</b>	Moulded Breadth (B) <b>21.3</b>
Stringer plate ... <b>0.025</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>4.28</b>	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 <b>✓</b>	Ship's Round of Beam = <b>5.0</b>
Depth for Freeboard (D) = <b>10.525</b>		Difference <b>0.1</b>
		Restricted to
		Correction = $\frac{\text{Diff}^a}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{0.1}{4} \times 1 = +0.02$

<b>DEDUCTION FOR SUPERSTRUCTURES.</b>					
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	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 ...					

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**

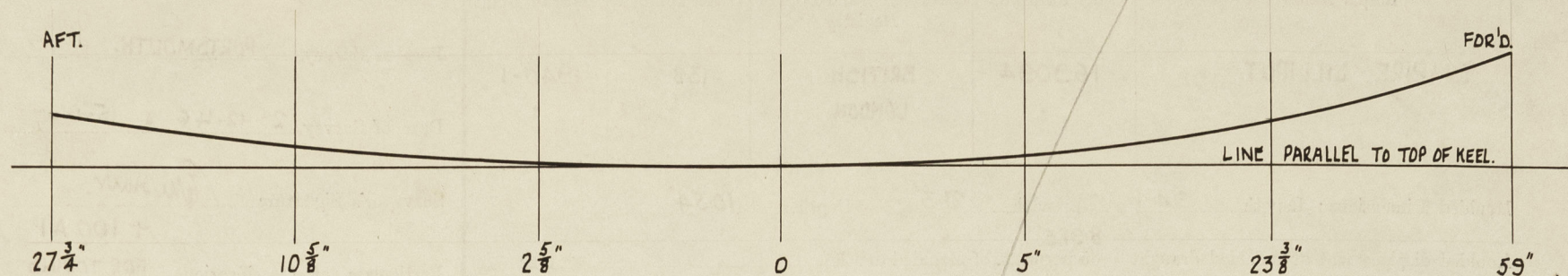
<b>THE VESSEL HAS A RAKING KEEL 12' FDR'D.</b>								<b>SHEER CORRECTION.</b>	
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	Mean actual sheer aft = <b>1.358</b>	Mean standard sheer aft =
A.P. ...	<b>19.375</b>	1	<b>19.375</b>	<b>27.75</b>	<b>27.75</b>	1	<b>27.75</b>	} <b>Excess</b>	
1/8 L from A.P. ...	<b>8.62</b>	4	<b>34.48</b>	<b>10.625</b>	<b>10.625</b>	4	<b>42.50</b>		Mean actual sheer forward = <b>1.447</b>
2/8 L " ...	<b>2.138</b>	2	<b>4.27</b>	<b>2.625</b>	<b>2.625</b>	2	<b>5.25</b>		
Amidships ...	<b>—</b>	4	<b>0</b>	<b>0</b>	<b>0</b>	4	<b>0</b>		
2/8 L from F.P. ...	<b>4.26</b>	2	<b>8.52</b>	<b>5.0</b>	<b>5.00</b>	2	<b>10.00</b>		
1/8 L " ...	<b>17.245</b>	4	<b>69.98</b>	<b>23.375</b>	<b>23.375</b>	4	<b>93.50</b>		
F.P. ...	<b>38.75</b>	1	<b>38.75</b>	<b>59.0</b>	<b>59.00</b>	1	<b>59.00</b>		
Total ...			<b>174.67</b>				<b>238.00</b>		
Correction = $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = 2.64$								If limited to maximum allowance of 1 1/2 ins. per 100 ft. = <b>-1.41</b>	
If limited on account of midship superstructure.									

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)
Depth to Freeboard Deck = <b>10.53</b>	Displacement in salt water at summer load water line $\Delta = 322.9$ Tons	Correction for coefficient <b>nil</b>
Summer freeboard = <b>1.04</b>	Tons per inch immersion at summer load water line $T = 3.927$	Depth Correction ... <b>3.09</b>
Moulded draught (d) = <b>9.49</b>	Deduction = $\frac{\Delta}{40 T}$ inches <b>= 2.06</b>	Deduction for superstructures ... <b>—</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>2.37 = 2 3/4</b>	<b>= 2</b>	Sheer correction ... <b>1.41</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>2 1/4 + 2 = 4 1/4</b>		Round of Beam correction ... <b>0.02</b>
		Correction for Thickness of Deck amidships ... <b>—</b>
		Other corrections, scantlings, etc. ... <b>—</b>
		Summer Freeboard = <b>12.48</b>

<b>SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—</b>			
Tropical Fresh Water Line above Centre of Disc ...	<b>4 1/4</b>	Tropical Fresh Water Freeboard ...	<b>0' 8 1/4"</b>
Fresh Water Line " " ...	<b>2</b>	Fresh Water " " ...	<b>0' 10 1/2"</b>
Tropical Line " " ...	<b>2 1/4</b>	Tropical " " ...	<b>0' 10 3/4"</b>
Winter Line below " " ...	<b>2 1/4</b>	Winter " " ...	<b>1' 2 3/4"</b>
Winter North Atlantic Line " " ...	<b>4 1/4</b>	Winter North Atlantic " " ...	<b>1' 4 3/4"</b>



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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Foundation