

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 37068  
(For London Office only).No. 33538

Ship's Name <b>THISTLEMUIR.</b>	Official Number <b>169034</b>	Nationality and Port of Registry <b>British Sunderland</b>	Gross Tonnage <b>7227</b>	Date of Build <b>1942</b>	Port of Survey <b>Sunderland</b>
Moulded Dimensions: Length <b>417.5</b> Breadth <b>56.875</b> Depth <b>38.33</b> <i>See Sheer Curve</i>					Date of Survey <b>During Construction</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16600</b> <sup>17180</sup> tons					Surveyor's Signature <b>J. E. Chellars</b>
Coefficient of fineness for use with Tables <b>.7712</b>					Particulars of Classification <b>+100 A.1. with Freeboard (contemplated)</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>38.33</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(38.38 - 27.84) 3 = + 31.62"</b> ✓	Moulded Breadth (B) <b>56.875</b>
Stringer plate ... <b>.64 .05</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>10.54</b> ✓	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>13.65</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ ✓	If restricted by superstructures ✓	Ship's Round of Beam = <b>14"</b>
Depth for Freeboard (D) = <b>38.38</b>		Difference <b>.35</b>
		Restricted to ✓
		Correction = $\frac{\text{Diff}^*}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.35}{4} = -.09"$

## DEDUCTION FOR SUPERSTRUCTURES.

	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 ...					

**Flush Deck.**

Standard Height of Superstructure \_\_\_\_\_

„ „ R.Q.D. \_\_\_\_\_

Deduction for complete superstructure \_\_\_\_\_

Percentage covered  $\frac{S}{L} =$  \_\_\_\_\_

„ „  $\frac{S_1}{L} =$  **NIL**

„ „  $\frac{E}{L} =$  \_\_\_\_\_

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.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>51.75</b>	1		<b>51.75</b>	<b>42.00</b>	<b>42.00</b>	1		<b>42.00</b>
$\frac{1}{4}L$ from A.P. ...	<b>23.03</b>	4		<b>92.12</b>	<b>12.00</b>	<b>12.00</b>	4		<b>48.00</b>
$\frac{2}{4}L$ „ ...	<b>5.69</b>	2		<b>11.38</b>	-	-	2		-
Amidships ...	-	4		-	-	-	4		-
$\frac{3}{4}L$ from F.P. ...	<b>11.38</b>	2		<b>22.76</b>	-	-	2		-
$\frac{1}{4}L$ „ ...	<b>46.06</b>	4		<b>184.24</b>	<b>34.66</b>	<b>34.66</b>	4		<b>138.64</b>
F.P. ...	<b>103.50</b>	1		<b>103.50</b>	<b>93.00</b>	<b>93.00</b>	1		<b>93.00</b>
Total ...				<b>465.75</b>					<b>321.64</b>

Mean actual sheer aft = \_\_\_\_\_

Mean standard sheer aft = \_\_\_\_\_

Mean actual sheer forward = \_\_\_\_\_

Mean standard sheer forward = \_\_\_\_\_

Length of enclosed superstructure forward of amidships = \_\_\_\_\_

„ „ aft of „ = **NIL**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{144.11}{18} \times .75 = +6.01"$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ✓

Deduction for Tropical Freeboard.  
Addition for Winter and Winter North Atlantic Freeboard.

Ft.

Depth to Freeboard Deck = **38.38**

Summer freeboard = **11.58**

Moulded draught (d) = **26.80**

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = **6.70 = 6 $\frac{3}{4}$ "**

Addition for Winter North Atlantic Freeboard (if required) = ✓

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$  **13764**

Tons per inch immersion at summer load water line

$T =$  **49.44**

Deduction =  $\frac{\Delta}{40T}$  inches = **6.96**

= **7"**

TABULAR FREEBOARD **77.00 + 6.26** corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.777 + .68}{1.36} = 1.457/1.36$

	+	-
Depth Correction ...	<b>31.62</b>	-
Deduction for superstructures ...	-	-
Sheer correction ...	<b>6.01</b>	-
Round of Beam correction ...	-	<b>.09</b>
Correction for Thickness of Deck amidships ...	-	-
Other corrections, scantlings, etc. to correspond to a summer moulded draught of 26'-9 $\frac{1}{2}$ " (26'-9 $\frac{5}{8}$ " actual)	<b>12.27</b>	-
	<b>49.90</b>	<b>.09</b>
Summer Freeboard =	<b>139.00</b>	

**82.8**  
**25.16.42**

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

Tropical Fresh Water Line above Centre of Disc ... **13 $\frac{3}{4}$ "**

Fresh Water Line „ „ ... **7"**

Tropical Line „ „ ... **6 $\frac{3}{4}$ "**

Winter Line below „ „ ... **6 $\frac{3}{4}$ "**

Winter North Atlantic Line „ „ ... **6 $\frac{3}{4}$ "**

Tropical Fresh Water Freeboard ... **10'-5 $\frac{1}{4}$ "**

Fresh Water „ „ ... **11'-0"**

Tropical „ „ ... **11'-0 $\frac{1}{4}$ "**

Winter „ „ ... **12'-1 $\frac{3}{4}$ "**

Winter North Atlantic „ „ ... **12'-1 $\frac{3}{4}$ "**



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.

Load displacement at 27'-0" extreme draft = 13800 tons.  
Tons per Inch = 49.44.

*omit*

*omit*

Trade of ship.....

Names of sister ships SS. THISTLEDALF SLD. RPT. N° 33475, SS. MIDDLESEY TRADER N° 33511

Builder's name and yard number Messrs. Joseph L. Thompson & Son Ltd N° 622.

Owners Albyn Line Ltd.

Fee £ 18 :

will be charged on completion



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Foundation