

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER~~, ~~SAILING SHIP~~, TANKER.)

| | | | | | |
|--|-----------------------------------|--|--------------------------------|-------------------------------|---|
| Ship's Name "M.V. HOLLYWOOD" <small>SIR. JAMES LAING & SONS - YARD No. 789.</small> | Official Number 184361. | Nationality and Port of Registry BRITISH LONDON. | Gross Tonnage 11447. | Date of Build 1951. | Port of Survey SUNDERLAND. Date of Survey WHILST BUILDING. Surveyor's Signature <i>E. Hymn</i> Particulars of Classification 100 A1 CARRYING PETROLEUM IN BULK. |
|--|-----------------------------------|--|--------------------------------|-------------------------------|---|

Moulded Dimensions: Length **490.5'** to Breadth **69.5'** Depth **40'-6.71"**
CR. OF RUDDER STOCK.
 Moulded displacement at moulded draught = 85 per cent. of moulded depth **25685** tons
 Coefficient of fineness for use with Tables **.765**

| | | |
|--|---|--|
| DEPTH FOR FREEBOARD (D). Moulded depth 40'-6.71" ... 40.56 Stringer plate 0.82"07 Sheathing on exposed deck NIL $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 40.63 | DEPTH CORRECTION. (a) Where D is greater than Table depth $(D - \text{Table depth}) R = + 23.79$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures <input checked="" type="checkbox"/> | ROUND OF BEAM CORRECTION. Moulded Breadth (B) 69.50 Standard Round of Beam = $\frac{B \times 12}{50} = 16.68$ Ship's Round of Beam (SEE SKETCH) = 17.83 Difference 1.15 Restricted to Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) = 1.56345 = .18$ |
|--|---|--|

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|-------------------------|-------------------------|--|--------|-------------------|----------------------|
| Poop enclosed ... | 104.33 | 104.33 | 7.75 | | 104.33 |
| " overhang ... 36" | | | | | |
| R.Q.D. enclosed ... | | | | | |
| " overhang ... | | | | | |
| Bridge enclosed ... | 39.43 | 39.43 | 7.5 | | 39.43 |
| " overhang aft 42" | | | | | |
| " overhang forward 36" | | | | | |
| F'cle enclosed ... | 35.5 | 35.50 | 7.58 | | 35.50 |
| " overhang ... NIL | | | | | |
| Trunk aft ... | | | | | |
| " forward ... | | | | | |
| Tonnage opening aft ... | | | | | |
| " forward ... | | | | | |
| Total ... | 179.26 | 179.26 | | | 179.26 |

Standard Height of Superstructure **7.50**
 " " R.Q.D. **42.00**
 Deduction for complete superstructure
 Percentage covered $\frac{S}{L} =$
 $\frac{S_1}{L} =$
 $\frac{E}{L} =$ **36.55**
 Percentage from Table, Line **A. TANKER**, **27.55**
 (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 = **42.00 x .2755 = 11.57**

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|------------------------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|
| A.P. ... | 59.05 | 1 | | 59.05 | 36.75 | 36.75 | 1 | | 36.75 |
| $\frac{1}{8}L$ from A.P. ... | 26.275 | 4 | | 105.10 | 2.375 | 2.375 | 4 | | 9.50 |
| $\frac{2}{8}L$ " ... | 6.495 | 2 | | 12.99 | 0 | 0 | 2 | | 0 |
| Amidships ... | | 4 | | / | 0 | | 4 | | / |
| $\frac{3}{8}L$ from F.P. ... | 12.99 | 2 | | 25.98 | 0 | 0 | 2 | | 0 |
| $\frac{4}{8}L$ " ... | 52.55 | 4 | | 210.20 | 2.125 | 2.125 | 4 | | 8.50 |
| F.P. ... | 118.10 | 1 | | 118.10 | 72.00 | 72.00 | 1 | | 72.00 |
| Total ... | | | | 531.42 | | | | | 126.75 |

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 " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{404.67(1.75 - .1828)}{18} = + 12.75$
 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.

Depth to Freeboard Deck = **40.63**
 Summer freeboard = **9.60**
 Moulded draught (d) = **31.03**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **7.76**

Addition for Winter North Atlantic Freeboard (if required) = **7.76 + 4.91 = 12.67 = 12 3/4**

Deduction for Fresh Water.

EXT. Displacement in salt water at summer load water line
 $\Delta = 22936$
 Tons per inch immersion at summer load water line
 $T = 68.68$

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

= **8.35**

= **8 1/4**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

| | | |
|--|-------|---------------------------|
| | + | - |
| | 23.79 | |
| | | 11.57 |
| | 12.75 | |
| | | .18 |
| | | |
| | | |
| | 36.54 | 11.75 |
| | | + 24.79 |
| | | Summer Freeboard = 115.33 |

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

Tropical Fresh Water Line above Centre of Disc
 Fresh Water Line " "
 Tropical Line " "
 Winter Line below " "
 Winter North Atlantic Line " "

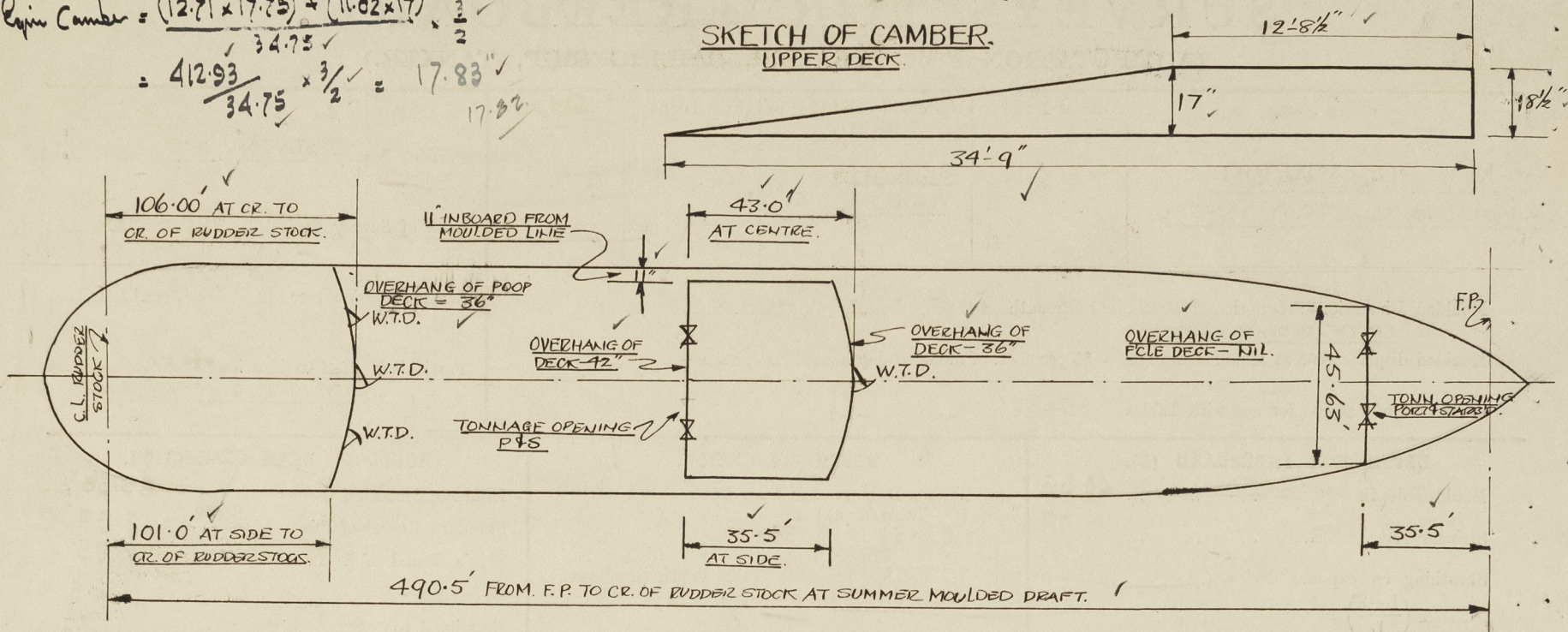
Tropical Fresh Water Freeboard
 Fresh Water " "
 Tropical " "
 Winter " "
 Winter North Atlantic " "

Hollywood.

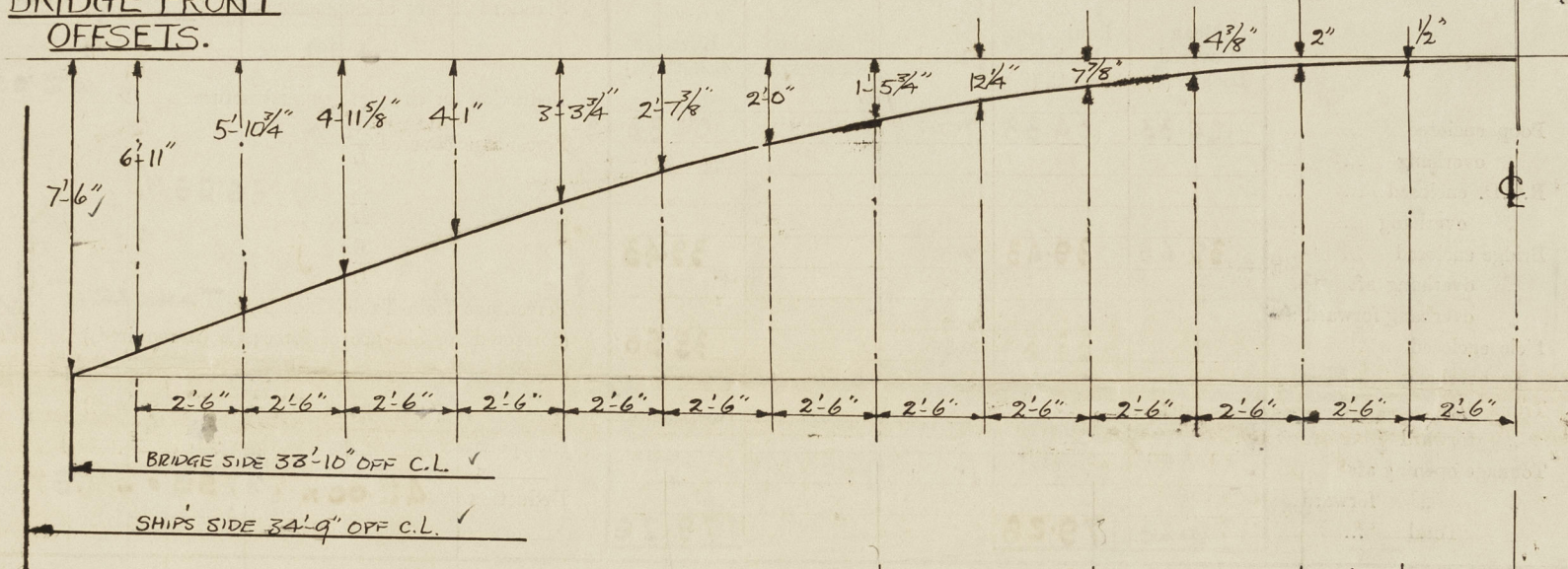
A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

$$\begin{aligned} \text{Keel Camber} &= \frac{(12.71 \times 17.75) + (11.02 \times 17)}{34.75} \times \frac{3}{2} \\ &= \frac{412.93}{34.75} \times \frac{3}{2} = 17.83 \end{aligned}$$

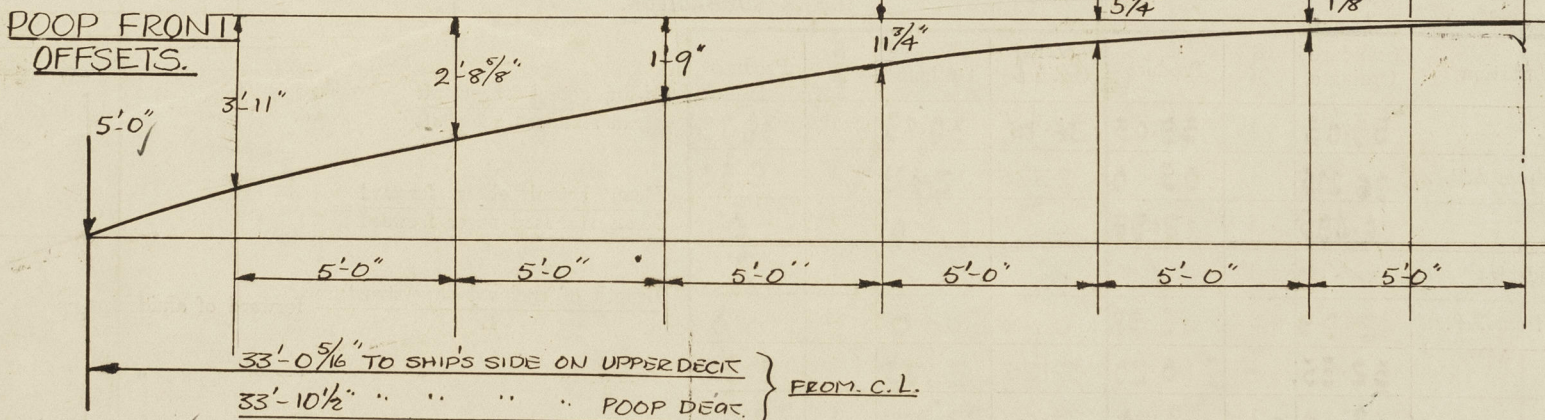
SKETCH OF CAMBER. UPPER DECK.



BRIDGE FRONT OFFSETS.



POOP FRONT OFFSETS.



$$\begin{aligned} \text{Length of Poop at side} &= 101'00 \\ &+ \frac{2}{3} \times 5 = 3'33 \\ \text{Eqn enclosed} &= 104'33 \\ \text{No Overhang} \end{aligned}$$

$$\begin{aligned} \text{Length of Bridge at side} &= 35'50 \\ &+ \frac{2}{3} \times 7.5 = 5'00 \\ \text{Eqn Enclosed} &= 40'50 \times \frac{33.83}{34.75} = 39'43 \\ \text{No overhang forward or aft} \end{aligned}$$

Trade of ship INTERNATIONAL.

Names of sister ships ✓

Builder's name and yard number SIR JAMES LAING AND SONS — YARD No 789.

Owners MESSRS. OIL AND MOLASSES TANKERS LTD.

Fee £ WILL BE CHARGED ON FIRST ENTRY REPORT.



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Foundation