

AMENDED
TRANSFER OF REGISTRY

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

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

For LONDON OFFICE ONLY

Received

Index No.

Govt. Copy

Owners C11

[INTERNATIONAL]

Ship's Name "WEYBURN"	Official Number ?	Nationality and Port of Registry PAULMANIAN PANAMA	Gross Tonnage 2413.38	Date of Build AUG 1927	Port of Survey MONTREAL
Moulded Dimensions: Length 250'-0" Breadth 42'-9" Depth 26'-6"					Date of Survey 12TH AUG. 1963
Freeboard Length					Surveyor's Signature J. M. Kintley
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Particulars of Classification 100A1 COASTING SERVICE ON BAY OF BENGAL (CONTINGENT)
Coefficient of fineness for use with Tables .838					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 26.50	(a) Where D is greater than Table depth (D - Table depth) R = (26.53 - 16.67) 1.923 = 18.96 00	Moulded Breadth (B) 42.75
Stringer plate03	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 9.86	Standard Round of Beam = $\frac{B \times 12}{50} =$ 10.26
Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ /	If restricted by superstructures /	Ship's Round of Beam = 10.00
Depth for Freeboard (D) = 26.53		Difference .26
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S}{L} \right) =$.0650 = 1 - .07 00

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang		FLUSH			
R.Q.D. enclosed					
" overhang		DECK			
Bridge enclosed					
" overhang aft		NO			
" overhang forward					
F'cle enclosed		EFFECTIVE			
" overhang					
Trunk aft		SUPERSTRUCTURE			
" 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**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	35.00	1		35.00	27.0	27.0	1		27.0
$\frac{1}{4}$ L from A.P.	15.58	4		62.32	8.0	8.0	4		32.0
$\frac{2}{8}$ L "	3.85	2		7.70	2.5	2.5	2		5.0
Amidships	0	4		0	0	0	4		0
$\frac{3}{8}$ L from F.P.	7.70	2		15.40	4.5	4.5	2		9.0
$\frac{1}{4}$ L "	31.15	4		124.60	15.0	15.0	4		60.0
F.P.	70.00	1		70.00	36.0	36.0	1		36.0
Total				315.02					169.0

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{146.02}{18} \times .75 = 6.08 \text{ ON}$

If limited on account of midship superstructure.

Mean actual sheer aft = **LESS THAN ONE**Mean actual sheer forward = **LESS THAN ONE**

Length of enclosed superstructure forward of amidships =

" " aft of " =

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **26.53**
 Summer freeboard = **9.52**
 Moulded draught (d) = **17.01**
 Keel allowance -56 = **.05**
 Extreme draught = **17.06**
 Deduction for Tropical freeboard and addition for = **4.253**
 Winter freeboard = $\frac{d}{4}$ inches = **4 1/4"**

Addition for Winter North Atlantic Freeboard (if required) = **NOT REQUIRED FOR SERVICE**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$ **/**
 Tons per inch immersion at summer load water line
 $T =$ **/**
 Deduction = $\frac{\Delta}{40 T}$ inches
 $= \frac{4.253}{40 \times 1} =$ **4 1/4"**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient **1.518**
1.36

Depth Correction **18.96**
 Deduction for superstructures **-**
 Sheer correction **6.08**
 Round of Beam correction **.07**
 Correction for Thickness of Deck amidships **-**
 Other corrections, scantlings, etc. TO AGREE **48.90**
 WITH SCANTLING DRAUGHT OF **17'-0 1/8"** SUMMER MOULDED

	+	-
Depth Correction	18.96	
Deduction for superstructures		-
Sheer correction	6.08	
Round of Beam correction	.07	
Correction for Thickness of Deck amidships		-
Other corrections, scantlings, etc. TO AGREE	48.90	
WITH SCANTLING DRAUGHT OF 17'-0 1/8" SUMMER MOULDED	74.01	

Summer Freeboard = **114.25**

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

Tropical Fresh Water Line above Centre of Disc	216 mm	8 1/2"	Tropical Fresh Water Freeboard	2686 mm	8' - 9 3/4"
Fresh Water Line	108 mm	4 1/4"	Fresh Water	2794 mm	9' - 2"
Tropical Line	108 mm	4 1/4"	Tropical	2794 mm	9' - 2"
Winter Line below			Winter		NOT ASSIGNED
Winter North Atlantic Line			Winter North Atlantic		NOT ASSIGNED

18 FEB 1964

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.

NOTES

- (a) A FORECASTLE IS FITTED ON THIS SHIP. HAWSE PIPES ENTER INTO FORECASTLE SPACE MAKING WINDLASS COMPARTMENT OPEN TO SEA. SHIP CONSIDERED AS FLUSH DECKED AND ALL HATCHES IN FORECASTLE SPACE LEADING BELOW FREEBOARD DECK ARE NOW FITTED WITH HINGED STEEL WATERTIGHT COVERS.
- (b) CONDITIONS OF ASSIGNMENT MADE TO COMPLY WITH INTERNATIONAL LOAD LINE CONVENTION REQUIREMENTS.
- (c) SCANTLINGS ARE SUITABLE FOR SERVICE IN BAY OF BENGAL AT A SUMMER DRAUGHT OF 17'-0 1/8" MEASURED ABOVE TOP OF KEEL. (S.W)
- (d) SCANTLINGS ARE ALSO SUITABLE FOR VOYAGE FROM ST LAWRENCE RIVER VIA, A PORT IN EASTERN UNITED STATES, THE AZORES, SUEZ CANAL, TO A PORT IN EASTERN INDIA AT A SUMMER DRAUGHT OF 17'0" S.W.

OMIT

Trade of ship DRY CARGOES - COASTING IN BAY OF BENGAL

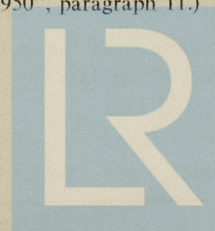
Names of sister ships NONE

Builder's name and yard number MIDLAND SHIPBUILDING CO LTD, MIDLAND, OUTF No 21.

Owners MARYLAND INTERNATIONAL, S.A. P.O. Box 537, BALTIMORE 3, MARYLAND.

Fee £

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950", paragraph 11.)



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