

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

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Owners C11

Ship's Name STAN WOOLANAY	Official Number 17123 PLAN	Nationality and Port of Registry BRITISH BARNSTABLE	Gross Tonnage 530	Date of Build 1955	Port of Survey ROTTERDAM
Moulded Dimensions: Length 131'4" Breadth 26.00 Depth 8.54					Date of Survey While building 1955
Freeboard Length					Surveyor's Signature G. J. de Jong
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 530 tons					Particulars of Classification +100A1 Hopper drafter for service in the Bristol Channel.
Coefficient of fineness for use with Tables .746					

DEPTH FOR FREEBOARD (D). Moulded depth ... 8.54 ✓ 8.54 Stringer plate20 ✓ .02 Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 8.56	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = $(8.76 - 8.56) \cdot 0.01 = .20\%$ If restricted by superstructures Yes Nil.	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 26.00 Standard Round of Beam = $\frac{B \times 12}{50} = 6.26$ Ship's Round of Beam EQV. 4.73 Difference 1.53 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right) = \frac{1.53}{4} \times 4498 = .17$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)
Poep enclosed ...	39'5"	39.42	8'11 1/2"	2.97	36.48
" overhang ...				3.209	
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...	24.63				
F'cle enclosed ...	24.63	24.63	17'4"	1.65	6.77
OPEN " overhang ...	8'2 1/2"	8.21	6'10 3/4"		8.21
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	72.26	72.26			51.46

Standard Height of Superstructure **6.00'**
 " " R.Q.D. **3.209'**
 Deduction for complete superstructure **19.13"**
 Percentage covered $\frac{S}{L} = 55.02$
 " " $\frac{S_1}{L} =$
 " " $\frac{E}{L} = 39.18$
 Percentage from Table, Line A. **22.80**
 (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 = $19.13 \times 22.80 = 4.36$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	23.13	1		23.13	23.46	23.46	1		23.46
1/4 L from A.P. ...	10.29	4		41.16	10.00	10.08	4		40.32
1/2 L " ...	2.54	2		5.08	2.36	2.36	2		4.72
Amidships ...	0	4		0	0	0	4		0
3/4 L from F.P. ...	5.09	2		10.18	5.67	5.67	2		11.34
1/4 L " ...	20.59	4		82.36	22.04	22.84	4		91.36
F.P. ...	46.27	1		46.27	45.79	45.79	1		45.79
Total ...				208.18					216.99

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8.81}{18} (.75 - .2751) = .23$
 If limited on account of midship superstructure. **Yes Nil.** **.4749** If limited to maximum allowance of 1 1/4 ins. per 100ft. ✓

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **8.56**
 Summer freeboard = **1.23**
 Moulded draught (d) = **7.33**
 Keel allowance =
 Extreme draught =
 Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{4}$ inches = **1.83 = 1 3/4"**

Addition for Winter North Atlantic Freeboard ~~if required~~ = **1 3/4" + 2" = 3 3/4"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 530$
 Tons per inch immersion at summer load water line
 $T = 7.20$
 Deduction = $\frac{\Delta}{40 T}$ inches
 = **1.84**
 = **1 3/4"** **P.10.**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient	.746 + .68 = 1.426	1.36	13.16
Depth Correction			
Deduction for superstructures		4.36	
Sheer correction			
Round of Beam correction		.17	
Correction for Thickness of Deck amidships			
Other corrections, scantlings, etc.	5.14		
Summer Freeboard	14.75		

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

Tropical Fresh Water Line above Centre of Disc **NOT ASSIGNED**
 Fresh Water Line " " **1.34**
 Tropical Line " " **NOT ASSIGNED**
 Winter Line below " " **1.34**
 Winter North Atlantic Line " " **NOT ASSIGNED**

Tropical Fresh Water Freeboard **NOT ASSIGNED**
 Fresh Water " " **1.1"**
 Tropical " " **NOT ASSIGNED**
 Winter " " **1.1"**
 Winter North Atlantic " " **NOT ASSIGNED**

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.

DISPLACEMENT AT 7.22' DRAUGHT = 520 TONS
" " " 6.56' " = 468 TONS
 .66 57

$TP1 = \frac{57}{12 \times 60} = 7.20$

$7.77 = 520 \times .55 \times 12 \times 7.20$

$520 + 475$

5675

Trade of ship "HOPPER GREYER" FOR SERVICE IN THE BRITISH CHANNEL

Names of sister ships

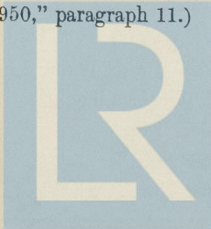
Builder's name and yard number GEARS 'D NERF DEEST YARD NO 201

Owners MR. STAN KOOLANDAY

Fee £ 105.

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

MIDSHIPSECTION
PROFILE - DECKS



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