

Rpt. C.11 (Comp.)
KHUZISTAN
FIB. No 44944

NEWCASTLE-ON-TYNE, No 114367

For LONDON OFFICE ONLY
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LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Ship's Name "SEISTAN"	Official Number 187620	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 7440.	Date of Build 1957	Port of Survey NEWCASTLE-ON-TYNE
Moulded Dimensions: Length 450' Breadth 58.29' Depth 32.23' (UPPER BK.)					Date of Survey WHILE BUILDING
Freeboard Length 450.58' TO CENTRE OF RUDDER STOCK					Surveyor's Signature <i>J Ballantine</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 15740 tons					Particulars of Classification +100 A1 (CONTEMPLATED)
Coefficient of fineness for use with Tables .767 .766					

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	32.23	(a) Where D is greater than Table depth (D-Table depth) R = $(32.27-30.04)^3 = +6.69$		Moulded Breadth (B) 58.29	58.29
Stringer plate04	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50} = 13.99$	13.99
Wood Sheathing on exposed deck				Ship's Round of Beam 14"	14.00
$T \left(\frac{L-S}{L} \right) =$	NIL			Difference	.01"
Depth for Freeboard (D) =	32.27	If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}^c}{4} \times \left(1 - \frac{S_1}{L} \right) =$	NIL

DEDUCTION FOR SUPERSTRUCTURES.						Standard Height of Superstructure 7'-6"	
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)		R.Q.D.
Poop enclosed	40.60	40.60	8'-6"		40.60		
" overhang	1.51	1.51			1.51		
R.Q.D. enclosed	3.02						
" overhang	177.22						
Bridge enclosed	177.22	177.22	9'-0"		177.22		
" overhang aft							
" overhang forward							
F'cle enclosed	83.61	83.61	8'-6"		83.61		
" overhang							
Trunk aft							
" forward							
Tonnage opening aft							
" forward							
Total	304.45	302.94			302.94		

Percentage covered $\frac{S}{L} = 67.57$

Percentage from Table, Line A. (corrected for absence of forecastle (if required)) **58.29**

Percentage from Table, Line B. (corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $42 \times .5829 = -24.48$

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	Product
A.P.	55.06	1		55.06	63.5	63.50	63.50
1/4 L from A.P.	24.50	4		98.00	29	29.00	116.00
1/2 L	6.06	2		12.12	7	7.00	14.00
Amidships	0	4		0	0	0	0
3/4 L from F.P.	12.11	2		24.22	14	14.00	28.00
1/4 L	49.00	4		196.00	57	57.00	228.00
F.P.	110.12	1		110.12	125.5	125.50	125.50
Total				495.52			575.00

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{79.48}{18} \left(.75 - \frac{3379}{1421} \right) = -1.82$

If limited on account of midship superstructure.

Mean actual sheer aft = **EXCESS.**

Mean standard sheer aft =

Mean actual sheer forward

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **GREATER**

" aft of " = **THAN 1L.**

Deduction for Tropical Freeboard.		Deduction for Fresh Water.		TABULAR FREEBOARD corrected for Flush Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.		Displacement in salt water at summer load water line $\Delta = 14518$		Correction for coefficient $\frac{766 + .68}{1.36} \times \frac{1.446}{1.36} =$	
Depth to Freeboard Deck =	32.27	Tons per inch immersion at summer load water line $T = 52.96$			
Summer freeboard =	6.73	Deduction = $\frac{\Delta}{40 T}$ inches = 6.86			
Moulded draught (d) =	25.54	= 6 3/4"			
Keel allowance =					
Extreme draught =					
Deduction for Tropical freeboard and addition for =					
Winter freeboard = $\frac{d}{4}$ inches =	6.38 = 6 1/2"				
Addition for Winter North Atlantic Freeboard (if required) =					

Summer Freeboard = **80.75**

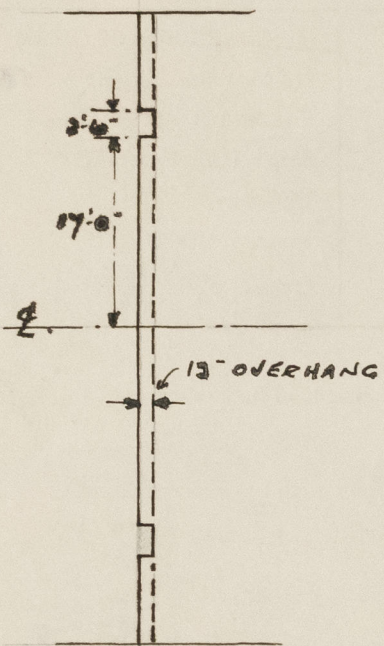
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wool Steel Deck :-			
Tropical Fresh Water Line above Centre of Disc	13 1/4"	Tropical Fresh Water Freeboard	5'-7 1/2"
Fresh Water Line	6 3/4"	Fresh Water	6'-2 1/2"
Tropical Line	6 1/2"	Tropical	6'-2 1/4"
Winter Line below	6 1/2"	Winter	7'-3 1/4"
Winter North Atlantic Line	NOT APPLICABLE	Winter North Atlantic	NOT APPLICABLE

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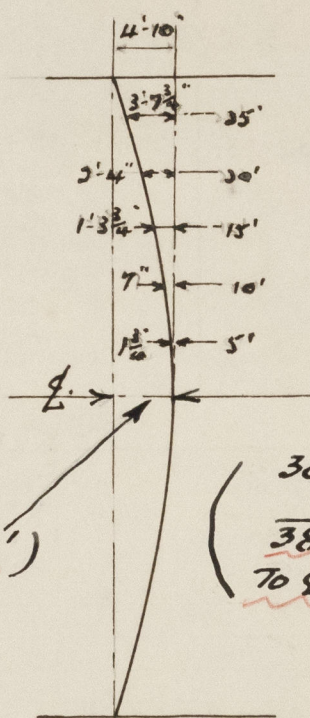
A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

DRAFT	EXTREME Dispt.	T.P.I.
27'	15.450	53.39
26'	14.810	53.10
25'	14.175	52.80
24'	13.545	52.46

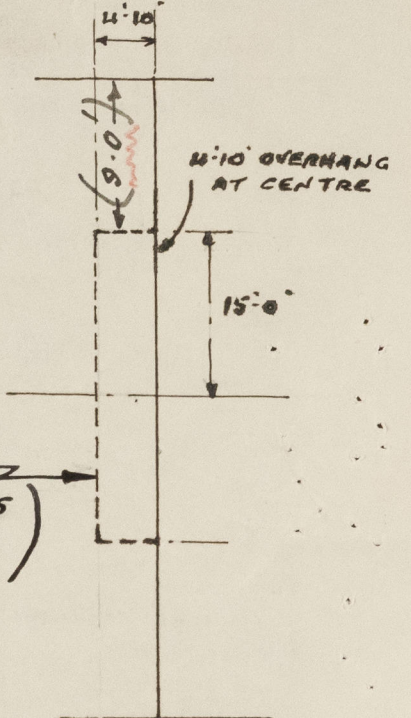
(25'-6 1/2" = 14518 Δ 52.96 T.P.I.)



BRIDGE AFTER END



BRIDGE FRONT.



POOP FRONT

BRIDGE.

LENGTH AT SIDE : 174.00'

BOON FRONT $4.83 \times \frac{2}{3} = \frac{3.22'}{177.22'}$

	S.	Si.	E.
POOP EQUIV ⁷	40.60 ✓	40.60 ✓	40.60 ✓
"- O.H.	3.02 ✓	1.51 ✓	1.51 ✓
BRIDGE.	177.22 ✓	177.22 ✓	177.22 ✓
FACLE	83.61 ✓	83.61 ✓	83.61 ✓
	304.45 ✓	302.94 ✓	302.94 ✓

POOP FRONT.

$4.83 \times (48.00 - 30.00)$
 $\frac{48.00}{= 4.83 \times .38 = 1.81'}$

EQUIN⁷ LENGTH
 $= 38.79 + 1.81' = 40.60 (S)$

O.H. FORD
 $= 4.83 - 1.81 = 3.02 (S_1)$

Trade of ship INTERNATIONAL CARGO.

Names of sister ships "KHUZISTAN" 44944

Builder's name and yard number JOHN READHEAD & SONS LD. YARD No 592. -EB

Owners MESSRS. STRICK LINE LD.

Fee £ To be charged with List Entry.

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



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