

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Fbd. 6402

KANO MATAPAS

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>JOHN HOLT</b>	Official Number <b>181035</b> 1816	Nationality and Port of Registry <b>BRITISH LIBERIAN</b> LIVERPOOL MONROVIA	Gross Tonnage <b>3818</b>	Date of Build <b>1946</b>	Port of Survey <b>Liverpool</b>
Moulded Dimensions: Length <b>360.0'</b> Breadth <b>52.5'</b> Depth <b>23.0'</b>					Date of Survey <b>During construction</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>7592</b> tons					Surveyor's Signature <b>A.B. Jackson</b>
Coefficient of fineness for use with Tables <b>.719</b>					Particulars of Classification <b>100A1-with freeboard</b>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... <b>23.0</b> Stringer plate ... <b>0.3</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>✓</b> Depth for Freeboard (D) = <b>23.03</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = <b>✓</b> (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>24.00 - 23.03 = 0.97</b> $2.769 \times 0.97 = -2.69$ If restricted by superstructures <b>✓</b>	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>52.5'</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>12.6</b> Ship's Round of Beam = <b>13"</b> Difference <b>EXCESS</b> <b>4</b> Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{4}{4} \times 0.062 = \text{Nil}$
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	19.5	19.50	8.5	-	19.50
" overhang ...	.66	.33	8.5	-	.33
R.Q.D. enclosed ...	✓				
" overhang ...	✓				
Combined and fore Bridge enclosed ...	335.75	335.75	8.5	-	335.75
" overhang aft ...	✓				
" overhang forward ...	✓				
F'cle enclosed ...	✓				
" overhang ...	✓				
Trunk aft ...	✓				
" forward ...	✓				
Tonnage opening aft ...	4.09	2.21			2.21
" " forward ...	✓				
Total ...	360.00	357.79			357.79

Standard Height of Superstructure **7.10**  
 " " R.Q.D. **✓**  
 Deduction for complete superstructure **39.33**  
 Percentage covered  $\frac{S}{L} = \frac{100.00}{99.38} =$   
 $\frac{S_1}{L} = \frac{99.38}{99.38}$   
 $\frac{E}{L} = \frac{99.38}{99.38}$   
 Percentage from Table, Line A. and B. **99.24**  
 (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 =  $39.33 \times 99.24 = 39.03$

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	46.00	1	46.00	45.575	62.175	1	62.18
$\frac{1}{2}$ L from A.P. ...	20.47	4	81.88	20.25	27.67	4	110.68
$\frac{2}{3}$ L " ...	5.06	2	10.12	5.625	6.84	2	13.68
Amidships ...	-	4	-	✓	-	4	-
$\frac{2}{3}$ L from F.P. ...	10.12	2	20.24	10.875	13.82	2	27.64
$\frac{1}{2}$ L " ...	40.94	4	163.76	47.875	55.92	4	223.68
F.P. ...	92.00	1	92.00	108.875	125.675	1	125.67
Total ...			414.00	416.8			563.53

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{19.53}{18} \left( \frac{.75 - .50}{.25} \right) = -2.08$   
 If limited on account of midship superstructure.

Actual Tween Deck height **8.50**  
 Scantling " **7.10**  
 $1.40 = 16.8$   
 Mean actual sheer aft = **> 1**  
 Mean standard sheer aft = **> 1**  
 Mean actual sheer forward = **> 1**  
 Mean standard sheer forward = **> 1**  
 Length of enclosed superstructure forward of amidships = **C.S.S**  
 " " aft of " = **75**  
**3.75**

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **23.03**  
 Summer freeboard = **1.44**  
 Moulded draught (d) = **21.59**  
 Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = **5.40 - 5.2**  
 Addition for Winter North Atlantic Freeboard (if required) = **✓**

## Deduction for Fresh Water.

Displacement in salt water at summer load water line  $\Delta =$  **8552**  
 Tons per inch immersion at summer load water line  $T =$  **38.9**  
 Deduction =  $\frac{\Delta}{40 T}$  inches = **5.5**  
**= 8 1/2"**

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{719 + .68}{1.36} = \frac{1.399}{1.36}$   

	+	-
Depth Correction	-	2.69
Deduction for superstructures	-	39.03
Sheer correction	-	2.08
Round of Beam correction	-	-
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	<b>43.80</b>	<b>-43.80</b>

Summer Freeboard = **17.30**SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **W.W.** Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	11"
Fresh Water Line	5 1/2"
Tropical Line	5 1/2"
Winter Line below	5 1/2"
Winter North Atlantic Line	...

Tropical Fresh Water Freeboard	0.6 1/4"
Fresh Water	0.11 3/4"
Tropical	0.11 3/4"
Winter	1.10 3/4"
Winter North Atlantic	...



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.

Trade of ship General Cargo

Names of sister ships Similar to "JOHN HOLT" Liv. Fbd. Rpt. N<sup>o</sup> 2259

Builder's name and yard number Messrs. Cammell, Laird & Co. N<sup>o</sup> 1171

Owners John Holt. L'pool.

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