Rpt. C.11 (Comp.).

Norman Prince 36234
Lancastrian Prince 36275
Tudor Prince

B.T. COPY.

36369

SEP 18 1940

Index. No. .....
(For London Office only).

16895.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
STUART PRINCE		BRITISH LONDON		1940

Port of Survey MIDDLESBROUGH

Date of Survey While building

Surveyor's Signature J. Mc...

Particulars of Classification + 100 A.1. with freeboard (CONTEMPLATED)

Moulded Dimensions: Length 300'-0" (To centre of rudder stock) Breadth 44'-0" Depth 26'-6" to upper dk. ✓ 19'-3" to 2nd dk.

Moulded displacement at moulded draught = 85 per cent. of moulded depth 4250 tons ✓

Coefficient of fineness for use with Tables ·685 9/1

Depth for Freeboard (D).

Moulded depth		19·25
Stringer plate	·34	·03
Sheathing on exposed deck $T\left(\frac{L-S}{L}\right)$ =		✓
Depth for Freeboard (D) =		✓ 19·28

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 = (20·90 − 19·28) × 1·308 = −1·66"

If restricted by superstructures ✓

Round of Beam correction.

Moulded Breadth (B)	44'-0"
Standard Round of Beam $= \frac{B \times 12}{50} =$	10·56"
Ship's Round of Beam =	3·00"
Difference	7·56 ✓
Restricted to	
Correction $= \frac{\text{Diff}^{\text{e}}}{4} \times \left(1 - \frac{S_1}{L}\right)$	$= \frac{7.56}{4} \times .0074 =$ +·01"

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S_1)	Height	Height Correction	Effective Length (E)
Poop enclosed	25·67'	25·67'	7·29'		25·67'
„ overhang					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed... ...					
„ overhang aft ...	269·91'	269·91'			269·91'
„ overhang forward					
F'cle enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft ...	4·42'	2·21'			2·21'
„ „ forward					
Total	300·00' ✓	297·79' ✓		✓	297·79'

Standard Height of Superstructure 6·5'

„ „ R.Q.D. ✓

Deduction for complete superstructure 35·33"

Percentage covered $\frac{S}{L}$ = 100·00 ✓

„ „ $\frac{S_1}{L}$ = 99·26 ✓

„ „ $\frac{E}{L}$ = 99·26 ✓

Percentage from Table, Line A. (corrected for absence of forecastle (if required)) 99·09 ✓

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

Interpolation for bridge less than ·2L (if required)

Deduction = 35·33 × ·9909 = 35·008" ✓

SHEER CORRECTION.

Actual known-deck height = 7·25'
Standard " " " = 6·50'
·75' = 9"

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	40·00	1	40·00	+9" 44·00"	53·00	1	53·00
⅛L from A.P. ...	17·80	4	71·20	18·50	23·59	4	94·36
¼L „ ...	4·40	2	8·80	4·75	5·83	2	11·66
Amidships ...	—	4		—	—	4	—
¾L from F.P. ...	8·80	2	17·60	8·50	10·12	2	20·24
⅛L „ ...	35·60	4	142·40	35·50	40·94	4	163·76
F.P.	80·00	1	80·00	83·00	92·00	1	92·00
Total ...			360·00	+9·00			435·02

Please see attached sketch

Mean actual sheer aft / Mean standard sheer aft =
Mean actual sheer forward / Mean standard sheer forward = } Excess

Length of enclosed superstructure / L forward of amidships =
„ „ aft of „ = } C.SS.

Correction $= \frac{\text{Difference between sums of products}}{18} \left(\cdot 75 - \frac{S}{2L}\right) = \frac{75.02}{18} \times .25 = -1.04"$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1½ ins. per 100 ft. ✓

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

	Ft.
Depth to Freeboard Deck =	19·53
Summer freeboard =	·75
Moulded draught (d) =	18·78

Deduction for Tropical freeboard and addition for Winter freeboard $= \frac{d}{4}$ inches = 4·70 = 4¾"

Addition for Winter North Atlantic Freeboard (if required) = 6¾"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ = 5075 tons at 19'

Tons per inch immersion at summer load water line

T = 26·25 tons

Deduction $= \frac{\Delta}{40\,T}$ inches = 4·80 = 4¾"

TABULAR FREEBOARD ~~corrected for Flush Deck (if required)~~ 43·40

Correction for coefficient $\frac{\cdot 689 + \cdot 68}{1.36} = 1.369/1.36$ 43·69

	+	−
Depth Correction	—	1·66
Deduction for superstructures	—	35·01
Sheer correction	—	1·04
Round of Beam correction...	·01	—
Correction for ~~Thickness of~~ Cant-up of Deck at Side amidships ...	3·00	—
Other corrections, scantlings, etc.	—	—
	3·01	37·71

−34·70

Summer Freeboard = 8·99

12/9/40

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

Tropical Fresh Water Line above Centre of Disc	8¾"	Tropical Fresh Water Freeboard	0'-9"
Fresh Water Line „ „	4¾"	Fresh Water „	0'-0¼"
Tropical Line „ „ Limited.	4"	Tropical „	0'-4¼"
Winter Line below „	4¾"	Winter „	0'-5" (Limited)
Winter North Atlantic Line „ „	6¾"	Winter North Atlantic „	1'-1¾"
			1'-3¾"

13 SEP 1940

RECEIVED 6 SEP 1940

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 Cargo - INTERNATIONAL

Names of sister ships "NORMAN PRINCE" "LANCASTRIAN PRINCE" "TUDOR PRINCE"

Builder's name and yard number Messrs. Smith's Dock Co. Ltd. Yard No. 1069

Owners Messrs. The Prince Line Ltd. 56 Leadenhall St. London E.C.3.

Fee £ 11 : - : -

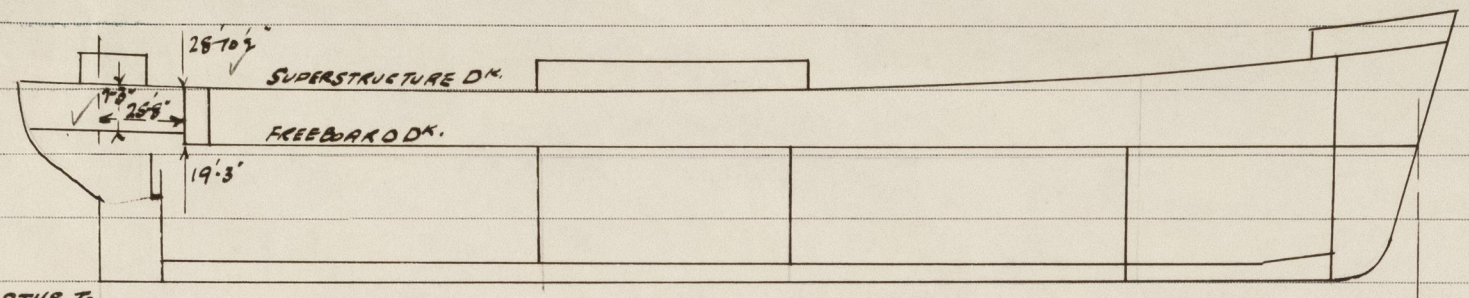
Rpt. ~~Da.~~ C11 (Comp)

"STUART PRINCE"

Port of Continuation of Report No. 16895 dated on the

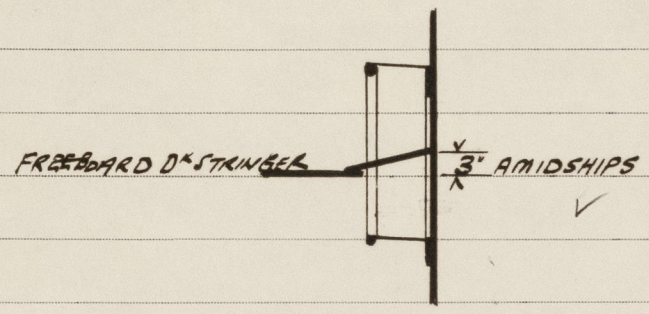
300' × 44'-0" × 19'-3" to FREEBOARD DK.

OUTLINE OF SHEERS
(NOT TO SCALE)



DEPTHS TO SHELTER DK (SUPERSTRUCTURE DK) AT SIDE

A.P.	1/6 L	2/6 L	⊠	3/6 L	4/6 L	F.P.
30'-2"	28'-0½"	26'-10¾"	26'-6"	27'-2½"	29'-5¼"	33'-5"



THE 2ND DK (FREEBOARD DK) IS PARALLEL TO KEEL FROM FR. 12 to F.P. IE. 19'-3" AT SIDE.

THE BREADTH OF THE SUPERSTRUCTURE DK. AT ½L OF TONNAGE OPENING IS 39'-3⅛"

" " " FREEBOARD DK. . . . . 29'-9⅜"