

Preliminary Report.
GLASGOW REPORT No. 58902
Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
 (COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 35456
 (For London Office only).

Ship's Name <i>Blythwood S. S. Co. Ltd</i> <i>Nº 51.</i>	Official Number <i>1</i>	Nationality and Port of Registry <i>British</i>	Gross Tonnage <i>Building</i>	Date of Build	Port of Survey <i>Glasgow</i>
Moulded Dimensions: Length <i>428.0</i> Breadth <i>56.67</i> Depth <i>29.10 to 2nd Deck.</i>					Date of Survey <i>✓</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>12410</i> tons					Surveyor's Signature <i>P. Dunsmuir</i>
Coefficient of fineness for use with Tables <i>.706</i>					Particulars of Classification <i>+100A1</i> <i>with freeboard</i> <i>(Contemplated)</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth <i>29.83</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(29.86 - 28.53) 3 = + 3.99</i>	Moulded Breadth (B) <i>56.67</i>
Stringer plate ... <i>2.38</i> <i>.03</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>13.6</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <i>N/L.</i>	If restricted by superstructures	Ship's Round of Beam = <i>13.2</i>
Depth for Freeboard (D) = <i>29.86</i>		Difference <i>.10 deficient</i>
		Restricted to <i>-</i>
		Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>$\frac{.10}{4} \times .0058 = \text{Nil.}$</i>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<i>31.8</i>	<i>31.80</i>	<i>8'-3"</i>	<i>✓</i>	<i>31.80</i>
" overhang	<i>.25</i>	<i>.12</i>			<i>.12</i>
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<i>390.8</i>	<i>390.80</i>	<i>8'-3"</i>	<i>✓</i>	<i>390.80</i>
" overhang aft	<i>.25</i>	<i>.19</i>			<i>.19</i>
" overhang forward					
Fore enclosed					
" overhang					
Trunk aft					
" forward		<i>1/2 3.4</i>			
Tonnage opening aft	<i>4.9</i>	<i>2.54</i>	<i>8'-3"</i>	<i>✓</i>	<i>2.54</i>
" " forward		<i>5</i>			<i>5</i>
Total	<i>428.00</i>	<i>423.45</i>			<i>423.45</i>

Standard Height of Superstructure *4.50*
 " " R.Q.D. *✓*
 Deduction for complete superstructure *42.00*
 Percentage covered $\frac{S}{L} =$ *100.*
 " " $\frac{S_1}{L} =$ *99.42*
 " " $\frac{E}{L} =$ *99.42*
 Percentage from Table, Line A. *99.28*
 (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 = *42.00 x .9928 = - 41.90.*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<i>52.80</i>	<i>1</i>	<i>52.80</i>	<i>54.0</i>	<i>63.00</i>	<i>1</i>	<i>63.00</i>
1/4 L from A.P.	<i>23.49</i>	<i>4</i>	<i>93.96</i>	<i>23.5</i>	<i>28.08</i>	<i>4</i>	<i>112.12</i>
3/4 L "	<i>5.81</i>	<i>2</i>	<i>11.62</i>	<i>5.12</i>	<i>6.93</i>	<i>2</i>	<i>13.86</i>
Amidships	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>0</i>	<i>-</i>	<i>4</i>	<i>✓</i>
3/4 L from F.P.	<i>11.62</i>	<i>2</i>	<i>23.24</i>	<i>11.25</i>	<i>12.98</i>	<i>2</i>	<i>25.96</i>
1/4 L "	<i>46.99</i>	<i>4</i>	<i>184.96</i>	<i>48.0</i>	<i>32.51</i>	<i>4</i>	<i>210.04</i>
F.P.	<i>105.60</i>	<i>1</i>	<i>105.60</i>	<i>109.0</i>	<i>118.00</i>	<i>1</i>	<i>118.00</i>
Total			<i>445.18</i>	<i>49</i>			<i>542.98</i>

Mean actual sheer aft = *Excess*
 Mean standard sheer aft = *Excess*
 Mean actual sheer forward = *Excess*
 Mean standard sheer forward = *Excess*
 Length of enclosed superstructure forward of amidships = } C.S.S.
 " " aft of " = }

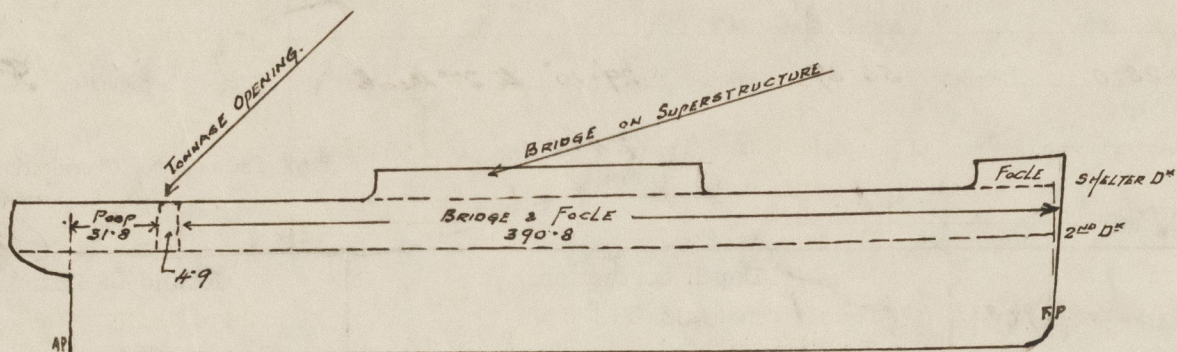
Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) =$ *$\frac{67.80}{18} \times .25 = - .94$*
 If limited on account of midship superstructure.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Depth to Freeboard Deck = <i>29.86</i>	Displacement in salt water at summer load water line	Correction for coefficient <i>.706 + .68 = 1.386</i> <i>1.36</i>
Summer freeboard = <i>3.60</i>	$\Delta =$ <i>13032</i>	
Moulded draught (d) = <i>26.26</i>	Tons per inch immersion at summer load water line	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>6.56 = 6 1/2</i>	$T =$ <i>44.69</i>	
Addition for Winter North Atlantic Freeboard (if required) = <i>✓</i>	Deduction = $\frac{\Delta}{40T}$ inches = <i>6.83 = 6 3/4</i>	
		Depth Correction <i>3.99</i>
		Deduction for superstructures <i>41.90</i>
		Sheer correction <i>.94</i>
		Round of Beam correction <i>✓</i>
		Correction for Thickness of Deck amidships <i>✓</i>
		Other corrections, scantlings, etc. <i>✓</i>
		<i>3.99 42.64 - 38.65</i>
		Summer Freeboard = <i>43.16</i>

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

Tropical Fresh Water Line above Centre of Disc	<i>13 1/4</i>	Tropical Fresh Water Freeboard	<i>2 2/4</i>
Fresh Water Line " "	<i>6 3/4</i>	Fresh Water " "	<i>9 0 1/2</i>
Tropical Line " "	<i>6 1/2</i>	Tropical " "	<i>3 0 3/4</i>
Winter Line below " "	<i>6 1/2</i>	Winter " "	<i>4 1 3/4</i>
Winter North Atlantic Line " "	<i>✓</i>	Winter North Atlantic " "	<i>✓</i>

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.



This vessel is a sister to the "MANCHESTER CITY" with the exception that the moulded depth is now 29'-10".
The approved Plans of Midship Section & Profile & Decks are forwarded for reference.

Trade of ship International Trade
Names of sister ships "MANCHESTER CITY" Shs Rep N° 58571
Builder's name and yard number Blythwood S. S. & Ld N° 46
Owners Manchester Liners Ltd

Fee £ : :



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