

27 JUN 1953

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
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 Owners C11

Ship's Name "EDDY CREEK"	Official Number 185879	Nationality and Port of Registry British London	Gross Tonnage 2224	Date of Build 1953	Port of Survey Roufren
Moulded Dimensions: Length 270'-0" Breadth 44'-0" Depth 18'-6"					Date of Survey Whilst Building
Freeboard Length 270'-0" (of madder stock)					Surveyor's Signature J. H. Tait
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 3728 tons					Particulars of Classification +100A1
Coefficient of fineness for use with Tables 0.70.698					"Carrying Petroleum in Bulk"

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	18'-6" 18.50	(a) Where D is greater than Table depth (D-Table depth) R = (18.56 - 18.00) 2.071 = +1.16"	Moulded Breadth (B)	44.00	
Stringer plate	.73 .06	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = .56	Standard Round of Beam = $\frac{B \times 12}{50}$	10.56	
Wood Sheathing on exposed deck			Ship's Round of Beam	10.5	
$T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures <input checked="" type="checkbox"/>	Difference	.06	
Depth for Freeboard (D) = 18.56			Restricted to		
			Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$.06 \times .3071 = NIL	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed Equiv	98.00	98.00	7'-9"	-	98.00
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed Equiv	33.52	33.52	7'-9"	-	33.52
" overhang aft	2.11	1.58			1.58
" overhang forward					
Fore enclosed	54.00	54.00	7'-0"	-	54.00
" overhang					
Fore enclosed					
" forward					
Fore opening aft					
" forward					
Total	187.63	187.10			187.10

Standard Height of Superstructure **6.20'**

" " R.Q.D. **-**

Deduction for complete superstructure **33"**

Percentage covered $\frac{S}{L} = 69.49$

" " $\frac{S_1}{L} =$

" " $\frac{E}{L} =$

Percentage from Table, **Line A. TANKER** **62.22**

(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 = **33 \times .6222 = 20.53"**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	37.00	1		37.00	37	37	1		37.00
$\frac{1}{2}$ L from A.P.	16.465	4		65.86	16.5	16.5	4		66.00
$\frac{2}{3}$ L	4.07	2		8.14	4	4	2		8.00
Amidships	0	4		0	0	0	4		0
$\frac{2}{3}$ L from F.P.	8.14	2		16.28	8.14	8.25	2		16.50
$\frac{1}{2}$ L	32.93	4		131.72	33	33	4		132.00
F.P.	74.00	1		74.00	74	74	1		74.00
Total				333.00					333.50

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{.50}{18} (.75 - .3475) = -.01"$

If limited on account of midship superstructure. ☒ If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. ☒

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **18.56**

Summer freeboard = **1.35**

Moulded draught (d) = **17.21**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{4}$ inches = **4.30 = 4'**

Addition for Winter North Atlantic Freeboard (if required) = **4.30 + 2.70 = 7"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ **4175** **217.4** **drift**

Tons per inch immersion at summer load water line

T = **23.36**

Deduction = $\frac{\Delta}{40 T}$ inches

= **4.47**

= **4.5**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.698 + .68}{1.36} = \frac{1.378}{1.36}$

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

1.16 20.54 - 19.38

Summer Freeboard = **16.29"**

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

Tropical Fresh Water Line above Centre of Disc	8.74	Tropical Fresh Water Freeboard	7.52
Fresh Water Line	4.5	Fresh Water	11.34
Tropical Line	4.4	Tropical	0
Winter Line below	4.4	Winter	8.2
Winter North Atlantic Line	7	Winter North Atlantic	11.4

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.

POOP

$$96 + \frac{2}{3} \times 3 = 98$$

BRIDGE

$$\text{LENGTH @ SIDE} = 34.00'$$

$$\frac{3 \times 31}{42} = 2.21$$

$$31.79$$

$$+ \frac{2}{3} \times 5 = 3.33$$

$$35.12 \times \frac{42}{44} = 33.52$$

OVERHANG

$$S = 2.21 \times \frac{42}{44} = 2.11$$

$$S_1 = 2.11 \times \frac{3}{4} = 1.58$$

$$1.19 \times \frac{3}{4} \times \frac{42}{44}$$

Trade of ship

International

Names of sister ships

Similar to EDOYCLIFF Blythwood Yard 112/100

Builder's name and yard number

Solent & Co. Ltd Yard 112/1124

Owners

The British Admiralty

Fee £

29 0 0

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



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