

27 JAN 1947

Index No. 38897
(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Ship's Name PANT	Official Number	Nationality and Port of Registry BRITISH SYDNEY N.S.W.	Gross Tonnage 208	Date of Build 1945	Port of Survey SYDNEY N.S.W.
Moulded Dimensions: Length 115.75 Breadth 24.0 Depth 9.0					Date of Survey 13th January 1947
Moulded displacement at moulded draught = 85 per cent. of moulded depth 399 tons					Surveyor's Signature B. P. Fielden.
Coefficient of fineness for use with Tables (.653⁷ ACTUAL) .68					Particulars of Classification 100 P. 1. (Contemplated) for coasting service.

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth 9.0	(a) Where D is greater than Table depth (D—Table depth) R = $(9.03X - 7.7169) \times \frac{115.75}{130} = 1.17 +$	Moulded Breadth (B) 24.0
Stringer plate 3/8"	(b) Where D is less than Table depth (if allowed) (Table depth—D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 5.76$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam 6" <i>straight lines from centre to sides</i> = 4.5 effective Difference 1.26
Depth for Freeboard (D) = 9.03X		Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = 0.176 +$

DEDUCTION FOR SUPERSTRUCTURES

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed	33.25	33.25	3.0	3.0/3.05	32.12
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Fore enclosed	17.75	17.75	7.5		17.75
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	51.00	51.00			49.87

Standard Height of Superstructure 6.0	R.Q.D. 3.105
Deduction for complete superstructure 17.575	Percentage covered $\frac{S}{L} = .4406$
	$\frac{S_1}{L} = .4406$
	$\frac{E}{L} = .4309$
Percentage from Table, Line A. 26.1265	
(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 = 17.575 × 26.1265 = 4.59X	

SHEER CORRECTION

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	21.575	1		21.575			1		
1/6 L from A.P.	9.60	4		38.400			4		
2/6 L "	2.373	2		4.746			2		
Amidships	0	4		—			4		
2/6 L from F.P.	4.746	2		9.492			2		
1/6 L "	19.20	4		76.800			4		
F.P.	43.15	1		43.150			1		
Total				194.163					

Mean actual sheer aft	Deficient
Mean standard sheer aft	
Mean actual sheer forward	Deficient.
Mean standard sheer forward	
Length of enclosed superstructure forward of amidships =	
" aft of "	

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{194.16}{18} (.75 - .2203) = 5.74 +$$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard Addition for Winter and Winter North Atlantic Freeboard Depth to Freeboard Deck = 9.03X Summer freeboard = 1.166 Moulded draught (d) = 7.865 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 1.962" Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water Displacement in salt water at Summer load water line $\Delta = 412$ Tons per inch immersion at Summer load water line $T = 5.47$ $\frac{7' - 5.36}{8' - 5.49} = 5.49$ Deduction = $\frac{\Delta}{40T}$ inches = 1.883 = 2"	TABULAR FREEBOARD corrected for Flush Deck (if required) 11.575 Correction for coefficient <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>1.176</td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td>4.59X</td> </tr> <tr> <td>Sheer correction</td> <td>5.74</td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td>0.176</td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>7.06</td> <td>4.59X + 2.469</td> </tr> <tr> <td>Summer Freeboard =</td> <td colspan="2">14.04X</td> </tr> </table>		+	-	Depth Correction	1.176		Deduction for superstructures		4.59X	Sheer correction	5.74		Round of Beam correction	0.176		Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.				7.06	4.59X + 2.469	Summer Freeboard =	14.04X	
	+	-																											
Depth Correction	1.176																												
Deduction for superstructures		4.59X																											
Sheer correction	5.74																												
Round of Beam correction	0.176																												
Correction for Thickness of Deck amidships																													
Other corrections, scantlings, etc.																													
	7.06	4.59X + 2.469																											
Summer Freeboard =	14.04X																												

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

Tropical Fresh Water Line above Centre of Disc	4"
Fresh Water Line	2"
Tropical Line	2"
Winter Line below	2"
Winter North Atlantic Line	—

Tropical Fresh Water Freeboard	0' - 10"
Fresh Water	1' - 0"
Tropical	1' - 0"
Winter	1' - 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.

B. P. Zelden.
17th January 1946.

Trade of ship *Coastal service, East Indian Archipelago.*

Names of sister ships *"BUCKIE"*

Builder's name and yard number *Johnson's Lyne Foundry Pty Ltd, Melbourne. Yard No 44.*

Owners *The Anglo-Saxon Petroleum Co. Ltd.*

Fee £

56



© 2020

Lloyd's Register
Foundation