

ST HILARY
28343

Claydon's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Ship's Name St. Kitts	Official Number 143780	Nationality and Port of Registry British Sydney N.S.W.	Gross Tonnage 390	Date of Build 1919-11	Port of Survey Sydney N.S.W.
Moulded Dimensions: Length 134.83 ✓ Breadth 29'0" ✓ Depth 16'2" ✓					Date of Survey 28.10.53 to 20.5.54
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature <i>J. D. Lewis</i>
Coefficient of fineness for use with Tables .68 ✓					Particulars of Classification * A1 For trading purposes.

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth 16.17	(a) Where D is greater than Table depth (D-Table depth) R = (16.17 - 8.99) 1.037 = +7.47"	Moulded Breadth (B) = 29.00
Stringer plate 3"02	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 7.20 ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \mathbf{6.96}$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = 7.00
Depth for Freeboard (D) = 16.19		Difference = -.04
		Restricted to
		Correction = $\frac{\text{Diff} \times \left(1 - \frac{S_1}{L}\right)}{4} = \mathbf{\frac{.04}{4} \times 1 = -.01}$

DEDUCTION FOR SUPERSTRUCTURES

	*Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure
overhang						" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure
overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						" " $\frac{S_1}{L} =$
overhang aft						" " $\frac{E}{L} =$
overhang forward						Percentage from Table, Line A.
F'cle enclosed						(corrected for absence of forecastle (if required))
overhang						Percentage from Table, Line B.
Trunk aft						(corrected for absence of forecastle (if required))
forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction = NIL
forward						
Total						

SHEER CORRECTION

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	23.48	1		23.48	28.0	28.00	1		28.00	Mean actual sheer aft
1/4 L from A.P.	10.45	4		41.80	11.0	11.00	4		44.00	Mean standard sheer aft
2/4 L	2.58	2		5.16	2.5	2.50	2		5.00	Mean actual sheer forward
Amidships		4		0			4			Mean standard sheer forward
2/4 L from F.P.	5.17	2		10.34	7.5	7.50	2		15.00	Length of enclosed superstructure forward of amidships =
1/4 L	20.90	4		83.60	30.0	30.00	4		120.00	" " aft of " =
F.P.	46.96	1		46.96	64.0	64.00	1		64.00	
Total				211.34					276.00	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{64.66 (.75)}{18} = \mathbf{-2.69"}$

If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100 ft. **YES. 2.02**

Deduction for Tropical Freeboard	Deduction for Fresh Water	TABULAR FREEBOARD corrected for Flush Deck (if required)	13.58 + 2.02
Addition for Winter and Winter North Atlantic Freeboard	Displacement in salt water at Summer load water line	Correction for coefficient	NIL
Depth to Freeboard Deck = 16.19	$\Delta = \mathbf{896}$ English.	Depth Correction	7.47
Summer freeboard = 2.00	Tons per inch immersion at Summer load water line	Deduction for superstructures	-
Moulded draught (d) = 14.19	T = 7.05 English.	Sheer correction	2.02
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 3.54 = 3 1/2"	Deduction = $\frac{\Delta}{40T}$ inches = 3.18"	Round of Beam correction	-.01
Addition for Winter North Atlantic Freeboard (if required) = 5 1/2"	= 3 1/4"	Correction for Thickness of Deck amidships	-
		Other corrections, scantlings, etc.	2.96
		Summer Freeboard =	24.00

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

Tropical Fresh Water Line above Centre of Disc	6 3/4"	Tropical Fresh Water Freeboard	1 - 5 1/4"
Fresh Water Line	3 1/4"	Fresh Water	1 - 8 3/4"
Tropical Line	3 1/2"	Tropical	1 - 8 1/2"
Winter Line below	3 1/2"	Winter	2 - 3 1/2"
Winter North Atlantic Line	5 1/2"	Winter North Atlantic	2 - 5 1/2"

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.

27748

Trade of ship *Screw tug usually engaged in coal towing at Newcastle N.S.W. & occasionally making ocean voyages*

Names of sister ships *Heros, Lindfield, St. Aristell, St. Hilary, St. Giles*

Builder's name and yard number *Muddoch & Murray Glasgow*

Owners *Maritah Tug & Salvage Co. Pty. Ltd.*

Fee £ s. d. : 0 : 0



© 2020

Lloyd's Register
Foundation