

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>Freshford</i>	Official Number <i>180790</i>	Nationality and Port of Registry <i>British LONDON</i>	Gross Tonnage <i>283</i>	Date of Build <i>1945</i>	Port of Survey <i>Liverpool</i>
Moulded Dimensions: Length <i>120.00</i> Breadth <i>24.50</i> Depth <i>12.50</i>					Date of Survey <i>While building</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>639.5</i> tons					Surveyor's Signature <i>Harry S. Newton</i>
Coefficient of fineness for use with Tables <i>.717</i>					Particulars of Classification <i>+100 A1 For Admiralty Tender Services</i>

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <i>12.50</i>	(a) Where D is greater than Table depth (D-Table depth) R = <i>(12.50 - 8.00) .923 = + 4.18</i>	Moulded Breadth (B) <i>24.50</i>	
Stringer plate <i>.38"</i> <i>.03</i>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <i>-</i>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>5.88</i>	
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <i>1" duralite composition</i>	If restricted by superstructures <i>-</i>	Ship's Round of Beam = <i>6.00</i>	
Depth for Freeboard (D) = <i>12.53</i>		Difference <i>0.12</i>	
		Restricted to	
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>$\frac{.12}{4} \times .849 = -.03$</i>	

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					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	<i>18.00</i>	<i>18.00</i>	<i>6.50</i>	<i>-</i>	<i>18.00</i>
" overhang	<i>.25</i>	<i>.12</i>		<i>-</i>	<i>.12</i>
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	<i>18.25</i>	<i>18.12</i>			<i>18.12</i>

Standard Height of Superstructure <i>6.0</i>	
" " R.Q.D. <i>-</i>	
Deduction for complete superstructure <i>18.0</i>	
Percentage covered $\frac{S}{L} =$ <i>15.21</i>	
" " $\frac{S_1}{L} =$ <i>15.10</i>	
" " $\frac{E}{L} =$ <i>15.10</i>	
Percentage from Table, Line A. <i>7.55</i>	
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B. <i>-</i>	
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required) <i>-</i>	
Deduction = <i>18.0 × .0755 = -1.36</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<i>22.00</i>	<i>1</i>	<i>22.00</i>	<i>18.00</i>	<i>18.00</i>	<i>1</i>	<i>18.00</i>
$\frac{1}{4}$ L from A.P.	<i>9.79</i>	<i>4</i>	<i>39.16</i>	<i>9.00</i>	<i>9.00</i>	<i>4</i>	<i>36.00</i>
$\frac{3}{8}$ L "	<i>2.42</i>	<i>2</i>	<i>4.84</i>	<i>3.50</i>	<i>3.50</i>	<i>2</i>	<i>7.00</i>
Amidships	<i>-</i>	<i>4</i>	<i>-</i>	<i>✓</i>	<i>-</i>	<i>4</i>	
$\frac{3}{8}$ L from F.P.	<i>4.84</i>	<i>2</i>	<i>9.68</i>	<i>5.00</i>	<i>5.00</i>	<i>2</i>	<i>10.00</i>
$\frac{1}{4}$ L "	<i>19.58</i>	<i>4</i>	<i>78.32</i>	<i>15.00</i>	<i>15.00</i>	<i>4</i>	<i>60.00</i>
F.P.	<i>44.00</i>	<i>1</i>	<i>44.00</i>	<i>36.00</i>	<i>36.00</i>	<i>1</i>	<i>36.00</i>
Total			<i>198.00</i>				<i>167.00</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{31}{18} \left(.75 - \frac{.0761}{2} \right) = + 1.16$
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. Depth to Freeboard Deck = <i>12.53</i> Summer freeboard = <i>1.35</i> Moulded draught (d) = <i>11.18</i> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>2.8 = 2 3/4</i> Addition for Winter North Atlantic Freeboard (if required) = <i>-</i>	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ <i>595.626</i> Tons per inch immersion at summer load water line $T =$ <i>589.595</i> Deduction = $\frac{\Delta}{40 T}$ inches = <i>2.63 = 2 3/4</i>	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.717 + .68}{1.36} = \frac{1.396}{1.36}$ Depth Correction <i>4.18</i> Deduction for superstructures <i>- 1.36</i> Sheer correction <i>1.16</i> Round of Beam correction <i>- .03</i> Correction for Thickness of Deck amidships <i>-</i> Other corrections, scantlings, etc. <i>-</i> <i>5.34</i> <i>1.39</i> <i>+ 3.95</i> Summer Freeboard = <i>16.27</i>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	NOT ASSIGNED
Fresh Water Line	" " <i>2 3/4</i>
Tropical Line	NOT ASSIGNED
Winter Line	below " " <i>2 3/4</i>
Winter North Atlantic Line	" " NOT ASSIGNED

Tropical Fresh Water Freeboard <i>1-4 1/4</i>
Fresh Water	" " <i>1-1 1/2</i>
Tropical	" " <i>1-5</i>
Winter	" " <i>1-5</i>
Winter North Atlantic	" " <i>1-5</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.

Trade of ship Water carrier for Admiralty Tender services
Names of sister ships Freshbury, Freshford
Builder's name and yard number Lytham S B & E Co Ltd No 878.
Owners The Admiralty
Fee £ 6 . 0 . 0
MD



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Foundation