Rpt. C.11 (Comp.).

T.R.V.6.

Fld. 2405.

Index No. 38192
(For London Office only.)

4 - OCT 1945

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
"T.R.V.7"	✓	British ✓	~~196~~ ~~approx.~~ 193.	1945

Port of Survey HULL

Date of Survey During construction

Surveyor's Signature L. J. Palmer

Particulars of Classification ✠100A.1 "for Government Service" (Contemplated)

Moulded Dimensions: Length ~~96.75~~ 97.25 To centre of inner stock. Breadth 20.83 Depth 9.062

Moulded displacement at moulded draught = 85 per cent. of moulded depth 322 tons

Coefficient of fineness for use with Tables .722

DEPTH FOR FREEBOARD (D).

Moulded depth	9.062
Stringer plate	.025
Sheathing on exposed deck $T\left(\frac{L-S}{L}\right)$ =	✓
Depth for Freeboard (D) =	9.087

DEPTH CORRECTION.

(a) Where D is greater than Table depth (D—Table depth) R = $(9.09 - 6.49) \times \frac{97.25}{130} = +1.94$ (2.6)

(b) Where D is less than Table depth (if allowed) (Table depth—D) R = ✓

✓

If restricted by superstructures ✓

ROUND OF BEAM CORRECTION.

Moulded Breadth (B)	20.83
Standard Round of Beam = $\frac{B \times 12}{50}$ =	5.00
Ship's Round of Beam =	5.00
Difference	NIL
Restricted to	✓
Correction = $\frac{\text{Diff}^{e}}{4} \times \left(1 - \frac{S_1}{L}\right)$ =	NIL.

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S_1)	Height	Height Correction	Effective Length (E)
Poop enclosed (To c.g. of Stock)	~~43.00~~ 43.67	43.67	7.0	✓	43.67
„ overhang					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed					
„ overhang aft					
„ overhang forward					
F'cle enclosed	15.75	15.75	6.5	✓	15.75
„ overhang	1.75	.88			.88
Trunk aft					
„ forward					
Tonnage opening aft					
„ „ forward					
Total	61.17	60.30			60.30

Standard Height of Superstructure 6.0

„ „ R.Q.D. ✓

Deduction for complete superstructure 15.73.

Percentage covered $\frac{S}{L}$ = 62.90

„ „ $\frac{S_1}{L}$ = } 62.00

„ „ $\frac{E}{L}$ = }

Percentage from Table, Line A. 49.40

~~(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 = 15.73 × .494 = −7.77

SHEER CORRECTION.

The distance of lowest point of sheer abaft midships is 11-0

Station	Standard Ordinate	SM	Product	Actual Ordinate	Effective Ordinate	SM	Product
A.P.	~~19.50~~ 19.73	1	~~19.50~~ 19.73	5.00	5.00	1	5.00
$\frac{1}{6}$L from A.P.	~~8.68~~ 8.78	4	~~34.72~~ 35.12	.25	.25	4	1.00
$\frac{2}{6}$L „	~~2.75~~ 2.17	2	~~4.50~~ 4.34	−.75	−.75	2	−1.50
Amidships	✓	4	✓	N.L.	—	4	—
$\frac{2}{6}$L from F.P.	~~4.30~~ 4.34	2	8.68	4.00	4.00	2	8.00
$\frac{1}{6}$L „	~~17.36~~ 17.585	4	~~69.44~~ 70.22	13.00	13.00	4	52.00
F.P.	~~39.00~~ 39.45	1	~~39.00~~ 39.45	26.00	26.00	1	26.00
Total	~~175.56~~ 177.54						90.50

Mean actual sheer aft / Mean standard sheer aft = } deficient

Mean actual sheer forward / Mean standard sheer forward = }

Length of enclosed superstructure / L forward of amidships = } deficient sheer.

„ „ aft of „ = }

Correction = $\frac{\text{Difference between sums of products}}{18}\left(.75 - \frac{S}{2L}\right)$ = $\frac{87.04}{18}(.75 - .3145)$ (.4350) = +2.11

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 Freebroad.

	Ft.
Depth to Freeboard Deck =	9.09
Summer freeboard =	8.52
Moulded draught (d) =	8.57

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 2.14 = 2¼"

Addition for Winter North Atlantic Freeboard (if required) = ✓

Deduction for Fresh Water.

Displacement in salt water at summer load water line

△ = 366

Tons per inch immersion at summer load water line

T = 4.28

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

= 2.14

= 2¼"

TABULAR FREEBOARD ~~corrected for Flush Deck (if required)~~ 9.50

Correction for coefficient $\frac{.7214 \cdot 68}{1.36} \cdot \frac{1.409}{1.36}$ 10.02

	+	−
Depth Correction	1.94	—
Deduction for superstructures	—	7.77
Sheer correction	2.11	—
Round of Beam correction	—	—
Correction for Thickness of Deck amidships	—	—
Other corrections, scantlings, etc.	—	—
	4.05	7.77

−3.72

Summer Freeboard = 6.30

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck :— 0'—6¼"

Tropical Fresh Water Line above Centre of Disc	...	✓	Tropical Fresh Water Freeboard ... ... ✓ 0'—4"
Fresh Water Line „	„ ...	2¼"	Fresh Water „ ... ... 0'—4"
Tropical Line „	NOT ASSIGNED ...	✓	Tropical „ ... ... ✓
Winter Line below	„ ...	2¼"	Winter „ ... ... 0'—8½"
Winter North Atlantic Line „	NOT ASSIGNED ...	✓	Winter North Atlantic „ ... ... ✓

11.10.45

18/2/4

5m T 11/41. M°C.

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 ✓

Names of sister ships "T.R.V.6," "Thane" J. S. Watson (Gainsborough) Ltd. Yard No 1549.

Builder's name and yard number " " " " " " 1550

Owners The Admiralty

Fee £ 4 : 0 : 0