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(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.) (TUG)

4 JUN 1943

Ship's Name "ANTIC"	Official Number NONE 169288	Nationality and Port of Registry BRITISH HULL NONE	Gross Tonnage 597	Date of Build 1943	Port of Survey Hull
Moulded Dimensions: Length 142'6" Breadth 33'0" Depth 16'0"					Date of Survey During construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1010 tons					Surveyor's Signature J. Macleod
Coefficient of fineness for use with Tables .68 (actual .553) T.P.I. = 8.8					Particulars of Classification *100 A-1. "FOR TOWING SERVICES". (CONTEMPLATED)

Depth for Freeboard (D).		Depth correction.		Round of Beam correction.	
Moulded depth	16'0"	(a) Where D is greater than Table depth (D - Table depth) R = (16.03 - 9.50) × 1.096 = +7.16 6.53		Moulded Breadth (B)	33'
Stringer plate	.03	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	7.92
Sheathing on exposed deck	NONE			Ship's Round of Beam	9"
T $\left(\frac{L-S}{L}\right) =$		If restricted by superstructures		Difference	1.08
Depth for Freeboard (D) =	16'03"			Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right)$	= $\frac{1.08}{4} \times .6327 = -.17$

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 ...	52.33	52.33	7'0"	-	52.33
.. overhang ...					
Trunk aft ...					
.. forward ...					
Tonnage opening aft ...					
.. forward ...					
Total ...	52.33	52.33			52.33

Standard Height of Superstructure **6'0"**

.. .. R.Q.D. **✓**

Deduction for complete superstructure **20.25**

Percentage covered $\frac{S}{L} =$ **36.73**

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

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

Percentage from Table, Line A. **20.72**
(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 = **20.25 × 20.72 = -4.20**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	24.25	1		24.25	29.50	29.50	1		29.50
$\frac{1}{4}$ L from A.P. ...	10.79	4		43.16	12.33	12.33	4		49.32
$\frac{2}{4}$ L ..	2.67	2		5.34	2.92	2.92	2		5.84
Amidships ...	-	4		-	ON PAGE 1.	-	4		-
$\frac{3}{4}$ L from F.P. ...	5.34	2		10.68	8.08	8.08	2		16.16
$\frac{1}{4}$ L ..	21.58	4		86.32	29.67	29.67	4		118.68
F.P. ...	48.50	1		48.50	73.75	73.75	1		73.75
Total ...				218.25					293.25

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

.. .. aft of .. =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{75}{18} \times \frac{(75-1836)}{5664} = -2.36$

If limited on account of midship superstructure. **Yes. Nil.**

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 = 16'03" Summer freeboard = 1'87" Moulded draught (d) = 14'16" Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 3.54 = 3½" Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 1078$ Tons per inch immersion at summer load water line $T = 8.69$ Deduction = $\frac{\Delta}{40T}$ inches MLD DRAFT. EXT. DISPL. T.P.I. 14' 4½" 1100 8.75 13' 4½" 996 8.45 12' 4½" 892 8.20	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient Nil. <table border="1"> <tr> <th></th><th>+</th><th>-</th></tr> <tr> <td>Depth Correction</td><td>7.16</td><td></td></tr> <tr> <td>Deduction for superstructures</td><td>-4.20</td><td></td></tr> <tr> <td>Sheer correction</td><td>-</td><td>1.17</td></tr> <tr> <td>Round of Beam correction</td><td>-</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>5.18</td><td></td></tr> <tr> <td></td><td>12.34</td><td>4.37</td></tr> </table> Summer Freeboard = 22.50		+	-	Depth Correction	7.16		Deduction for superstructures	-4.20		Sheer correction	-	1.17	Round of Beam correction	-	-	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	5.18			12.34	4.37
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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	...	3"
Fresh Water Line	"	3"
Tropical Line	"	Nil.
Winter Line	below	Nil.
Winter North Atlantic Line	"	2"

Tropical Fresh Water Freeboard	...	1'-10½"
Fresh Water	...	1'-7½"
Tropical	...	1'-7½"
Winter	...	1'-10½"
Winter North Atlantic	...	2'-0½"

"ANTIC"

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.

$$\begin{array}{r}
 L = 142.5; \quad \frac{1}{2} = 71.25 \\
 \hline
 42.00 \\
 29.25 \\
 \hline
 71.25
 \end{array}
 \times 2.02 = 0.83$$

$$\begin{array}{r}
 13.83 \\
 14.66 \\
 -1.50 \\
 \hline
 14.16
 \end{array}$$

Minimum Draught.

Trade of ship FOR TOWING SERVICES.

Names of sister ships "ALLEGIANCE" - "STORMING"

Builder's name and yard number COCHRANE & SONS LTD - YARD NO 1264.

Owners THE ADMIRALTY.

Fee TO BE CHARGED WITH FIRST ENTRY.



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