

30 OCT 1945

Index No. 38255
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name **"EMPIRE TAGEOS" (EX "ADRIA")** Official Number **180598** Nationality and Port of Registry **BRITISH LONDON** Gross Tonnage **6487.12** Date of Build **1927-7** Port of Survey **MANCHESTER**

Moulded Dimensions: Length **413.33** Breadth **55.96** Depth **32.75** Date of Survey **5th 11th OCTOBER 1945**

Moulded displacement at moulded draught = 85 per cent. of moulded depth **14750** tons Surveyor's Signature **F. I. Palmer**

Coefficient of fineness for use with Tables **.807** Particulars of Classification **✓**

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	32.75	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	55.96
Stringer plate	.052	(32.81 - 27.55) x 3 = +15.78		Standard Round of Beam = $\frac{B \times 12}{50}$	13.43
Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	13.40
T $\left(\frac{L-S}{L}\right)$ =				Difference	.03
Depth for Freeboard (D) =	32.81	If restricted by superstructures	✓	Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right)$	$\frac{.03}{4} \times \frac{57.85}{32.81} = .118$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	106.80	106.80	7.5	-	106.80	Standard Height of Superstructure 7.50
" overhang						" " R.Q.D. ✓
R.Q.D. enclosed						Deduction for complete superstructure 42
" overhang						Percentage covered $\frac{S}{L} = 42.45.25$
Bridge enclosed	28.50	28.50	7.5	-	28.50	" " $\frac{S_1}{L} = 42.35.15$
" overhang aft						" " $\frac{E}{L} = 15$
" overhang forward	38.42	38.42			38.42	Percentage from Table, Line A. Table 33.35
F'cle enclosed	39.24	39.24	7.50	-	39.24	(corrected for absence of forecastle (if required))
" overhang	.92	.55			.55	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 = $42 \times 33.35 = -1405.13.92$
" " forward						
Total	174.64	174.27			174.27	
	175.46	175.09			175.09	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	51.33	1		51.33	36.0	36.0	1		36.0
$\frac{1}{8}$ L from A.P.	22.845	4		91.38	7.5	7.5	4		30.0
$\frac{2}{8}$ L	5.645	2		11.29	.5	.5	2		1.0
Amidships	-	4		-	✓	-	4		-
$\frac{2}{8}$ L from F.P.	11.29	2		22.58	1.0	1.0	2		2.0
$\frac{1}{8}$ L	45.69	4		182.76	22.5	22.5	4		90.0
F.P.	102.67	1		102.67	93.0	93.0	1		93.0
Total				462.01					252.0

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{210.01 - 175}{18} = \frac{35.01}{18} = +1.945$

If limited on account of midship superstructure. ✓

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 " =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

Mean actual sheer aft =

Mean standard sheer aft =

Correction = $\frac{210.01 - 175}{18} = \frac{35.01}{18} = +1.945$

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. ✓

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 32.81

Summer freeboard = 6.67

Moulded draught (d) = 26.14

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 6.53 = 6 $\frac{1}{2}$

Addition for Winter North Atlantic Freeboard (if required) = $6.53 + 4.13 = 10.66 = 10\frac{3}{4}$

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 13050$

Tons per inch immersion at summer load water line

T = 48.5

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

= $\frac{13050}{40 \times 48.5} = 6.72 = 6\frac{3}{4}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.807 + .68}{1.36} = \frac{1.487}{1.36} = 1.093$

	+	-
Depth Correction	15.78	73.92
Deduction for superstructures	-	14.00
Sheer correction	6.28	-
Round of Beam correction	-	-
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	22.05	14.00

Summer Freeboard = 79.9280.01

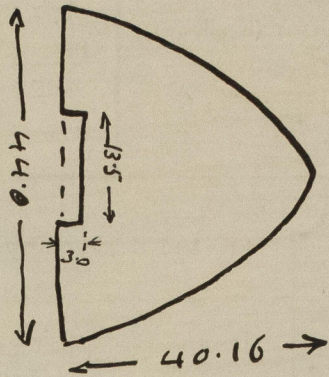
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	337 m/m. 13 $\frac{1}{4}$ "
Fresh Water Line	17.1 m/m. 6 $\frac{3}{4}$ "
Tropical Line	16.6 m/m. 6 $\frac{1}{2}$ "
Winter Line below	16.6 m/m. 6 $\frac{1}{2}$ "
Winter North Atlantic Line	27.1 m/m. 10 $\frac{3}{4}$ "

Tropical Fresh Water Freeboard	5' 6 $\frac{3}{4}$ " 1695 m/m.
Fresh Water	6' 1 $\frac{1}{4}$ " 1861 m/m.
Tropical	6' 1 $\frac{1}{2}$ " 1866 m/m.
Winter	7' 2 $\frac{1}{2}$ " 2198 m/m.
Winter North Atlantic	7' 6 $\frac{3}{4}$ " 2303 m/m.

Empire Tagoos.

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.



Fcl

$$\frac{3 \times 13.5}{44} = \frac{39.34}{.92} = 38.42$$

Trade of ship

✓

Names of sister ships

"EMPIRE UNITY" AND "EMPIRE TAGEALAND" (EXCEPTING ACCOMMODATION SPACES)

Builder's name and yard number

AKT. GES. "WESER", BREMEN.

Owners

MINISTRY OF WAR TRANSPORT. (EAGLE OIL & SHIPPING CO. LTD. NIGRS)

Fee £

17 - -

EXPENSES £1-6-10

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