

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "READY"	Official Number	Nationality and Port of Registry BRITISH LONDON.	Gross Tonnage	Date of Build 1947.	Port of Survey BLYTH. NEWCASTLE-ON-TYNE
Moulded Dimensions: Length 260' 4 3/4" Breadth 40' 0" Depth TO MAIN DECK 18' 6" TO UPPER DECK 26' 3 1/2"					Date of Survey DURING CONSTRUCTION.
Moulded displacement at moulded draught = 85 per cent. of moulded depth @ 1.725 M.T. = 2872 tons 4430 TONS					Surveyor's Signature W.T. Burns.
Coefficient of fineness for use with Tables .694					Particulars of Classification 100 A1 WITH FREEBOARD. "LIGHT HOUSE TENDER."

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	26.29 26.3 1/2	(a) Where D is greater than Table depth (D - Table depth) R = (26.46 - 16.66) 1.921 = +18.83"		Moulded Breadth (B)	40' 0"
Stringer plate03 .03	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓		Standard Round of Beam = $\frac{B \times 12}{50}$	9.60" 9.60"
Sheathing on exposed deck	2 1/2" 2 1/2"			Ship's Round of Beam	10" 10"
$T \left(\frac{L-S}{L} \right) = \frac{2.5 \cdot 163.92}{12 \cdot 249.8} = .14$				Difference	.40" .40"
Depth for Freeboard (D) = 26.46		If restricted by superstructures ✓		Restricted to	✓
				Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right)$	= .40/4 = .10"

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 ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...					

FLUSH DECK. NO SUPERSTRUCTURES.

Standard Height of Superstructure _____
" " R.Q.D. _____
Deduction for complete superstructure _____
Percentage covered $\frac{S}{L} =$ _____
" " $\frac{S_1}{L} =$ _____
" " $\frac{E}{L} =$ _____
Percentage from Table, Line A.
(corrected for absence of fore-castle (if required))
Percentage from Table, Line B.
(corrected for absence of fore-castle (if required))
Interpolation for bridge less than .2L (if required)
Deduction = **nil.** ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	34.98	1		34.98	32"	32.00	1		32.00
1/8 L from A.P. ...	15.565	4		62.26	13 1/2"	13.50	4		54.00
3/8 L " ...	3.85	2		7.70	3 1/4"	3.25	2		6.50
Amidships ...	✓	4		✓	0	✓	4		✓
5/8 L from F.P. ...	7.695	2		15.39	0"	9.00	2		18.00
7/8 L " ...	31.13	4		124.52	34 1/4"	34.25	4		137.00
F.P. ...	69.96	1		69.96	75 1/2"	75.50	1		75.50
Total ...				314.81					323.00

Mean actual sheer aft = **7.75**
Mean standard sheer aft = **7.75**
Mean actual sheer forward = **Excess**
Mean standard sheer forward = **Excess**
Length of enclosed superstructure forward of amidships = **L**
" " aft of " = **Flush deck.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8.19 \times 7.75}{18} = -.34"$
If limited on account of midship superstructure. **✓** If limited to maximum allowance of 1 1/2 ins. per 100 ft. **✓**

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 26.53 Summer freeboard = 10.75 Moulded draught (d) = 15.78 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 3.95 = 4" Addition for Winter North Atlantic Freeboard (if required) = 6"	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 2920 TONS Tons per inch immersion at summer load water line $T =$ 19.12 Deduction = $\frac{\Delta}{40 T}$ inches = 3.82" = 3 3/4"	TABULAR FREEBOARD 32.26 + 3.75 corrected for Flush Deck (if required) 69.4 + 6.8 = 1.374 / 1.36 Correction for coefficient 1.36 <table border="1"> <tr><td>+</td><td>-</td></tr> <tr><td>Depth Correction ...</td><td>18.83</td></tr> <tr><td>Deduction for superstructures ...</td><td>-</td></tr> <tr><td>Sheer correction ...</td><td>.34</td></tr> <tr><td>Round of Beam correction ...</td><td>.10</td></tr> <tr><td>Correction for Thickness of Deck amidships ...</td><td>.82</td></tr> <tr><td>Other corrections, scantlings, etc. + paint</td><td>73.41</td></tr> <tr><td>93.06</td><td>.44</td></tr> </table> Summer Freeboard = 129.00"	+	-	Depth Correction ...	18.83	Deduction for superstructures ...	-	Sheer correction34	Round of Beam correction10	Correction for Thickness of Deck amidships82	Other corrections, scantlings, etc. + paint	73.41	93.06	.44
+	-																	
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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 3/4"	Tropical Fresh Water Freeboard	10' 9"
Fresh Water Line " "	3 3/4"	Fresh Water	10' 5 1/4"
Tropical Line " "	17L	Tropical	10' 9" (limited)
Winter Line below " "	4"	Winter	11' 1"
Winter North Atlantic Line " "	6"	Winter North Atlantic	11' 3"

Ready.

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.

EXTREME DISPLACEMENT @ 15'-3" MLD DRAFT = 2797 TONS.
" " " 16'-3" " " = 3024 "
SHELL & BOSSING = 34 TONS.
TONS PER INCH IMMERSION @ 15'-3" MLD DRAFT = 18.90
" " " " 16'-3" " " = 19.30.

NOTE:- BOTTOM OF LOWEST SIDELIGHT 16'-3 1/2" ABOVE TOP OF KEEL.

Deduct. $\frac{6"}{15'-9\frac{1}{2}"} = 15'-79'$
Moulded draught

Trade of ship LIGHTHOUSE TENDER.

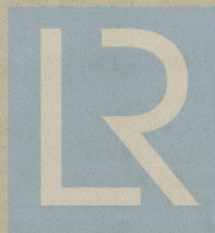
Names of sister ships /

Builder's name and yard number BLYTH DRY DOCK & SHIPBUILDING CO. LD. YARD NO 320.

Owners THE CORPORATION OF THE TRINITY HOUSE.

Fee £ TO BE CHARGED WITH FIRST ENTRY.

MLD



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Foundation