

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Shd. 2274.

Index No. 3790.6
(For London Office only.)

Ship's Name "Vic 94"	Official Number 180431	Nationality and Port of Registry British Hull	Gross Tonnage 146.49 147 tons (approx)	Date of Build 1945	Port of Survey Dull
Moulded Dimensions: Length 80.25 Breadth 20.00 Depth 9.50					Date of Survey During Construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 257 tons					Surveyor's Signature L. J. Palmer
Coefficient of fineness for use with Tables .694					Particulars of Classification 100A1. (Coastal Service)

DEPTH FOR FREEBOARD (D). Moulded depth ... 9.50 Stringer plate03 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 9.53	DEPTH CORRECTION. (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(9.53 - 9.35) \times 617 = +2.58$ 4.18 (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ ✓ If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 20.00 Standard Round of Beam = $\frac{B \times 12}{50} =$ 4.8 Ship's Round of Beam = 5" on top of deck Difference 4.8 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ $\frac{4.8}{4} \times .5086 = +.61$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	6.50	6.50	7.25	-	6.50
" overhang ...	NONE				
R.Q.D. enclosed ...	19.25	19.25	3.00	-	19.25
" overhang ...	NONE				
Bridge enclosed ...	✓				
" overhang aft ...	✓				
" overhang forward ...	✓				
F'ele enclosed ...	13.68	13.68	7.0	-	13.68
" overhang ...	NONE				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	39.43	39.43			39.43

Standard Height of Superstructure **6.00**
 " " R.Q.D. **3.00**
 Deduction for complete superstructure **14.02**
 Percentage covered $\frac{S}{L} =$
 $\frac{S_1}{L} =$ **49.14**
 $\frac{E}{L} =$
 Percentage from Table, Line A. **31.27**
 (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 = **$14.02 \times .3127 = -4.39$**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	18.02	1	18.02		↑	1	↑
1/8 L from A.P. ...	8.02	4	32.08		↑	4	↑
3/8 L " ...	1.98	2	3.96		↑	2	Nil
Amidships ...	-	4	-		No	4	
5/8 L from F.P. ...	3.965	2	7.93		Sheer	2	
7/8 L " ...	16.04	4	64.16		↓	4	↓
F.P. ...	36.05	1	36.05		↓	1	↓
Total ...			162.20				

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 = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ **$\frac{162.2}{18} (.75 - .2457) = +4.54$**
 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 = 9.53 Summer freeboard = .96 Moulded draught (d) = 8.57 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2.14 = 2 1/4 Addition for Winter North Atlantic Freeboard (if required) = ✓	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 277 Tons per inch immersion at summer load water line $T =$ 326 Deduction = $\frac{\Delta}{40 T}$ inches = 2.12 = 2	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.694 + .68}{1.36} = \frac{1.374}{1.36}$ <table border="1"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td>2.58</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>4.39</td> </tr> <tr> <td>Sheer correction</td> <td>4.54</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>.61</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>-</td> <td>-</td> </tr> <tr> <td></td> <td>7.73</td> <td>4.39</td> </tr> </tbody> </table> Summer Freeboard = 11.45		+	-	Depth Correction	2.58	-	Deduction for superstructures	-	4.39	Sheer correction	4.54	-	Round of Beam correction	.61	-	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		7.73	4.39
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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	Tropical Fresh Water Freeboard	0'-11 1/2"
Fresh Water Line	2"	Fresh Water	0'-9 1/2"
Tropical Line	Not assigned	Tropical	1'-1 3/4"
Winter Line below	2 1/4"	Winter	1'-1 3/4"
Winter North Atlantic Line	Not assigned	Winter North Atlantic	1'-1 3/4"

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 COASTAL SERVICES - LIMITS TO BE DEFINED

Names of sister ships "Vic 54" when J. S. Watson (Gainsborough) Ltd. Yard No 1552

Builder's name and yard number when Richard Dymott Ltd, Thorne. Yard No 576.

Owners Ministry of War Transport

Fee £ 4 : 0 : 0



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