

DISCLOSED SECTION 29947

Rpt. C.11. 292

Lloyd's Register of Shipping

Index. No. 29947

(For London Office only.)

No. 427

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <u>Havana</u>
having <u>Poop & Forecastle.</u>					Date of Survey <u>21. 6. 33</u>
(Type of Superstructures.)					Name of Surveyor <u>T. F. Holmes</u>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <u>+ 100 A1.</u>
<u>W. E. Ogilvie</u>	<u>Cuban Havana.</u>	<u>✓</u>	<u>1336</u>	<u>1921</u>	<u>Self-propelling barge carrying Petroleum in Bulk.</u>
Moulded Dimensions: Length <u>210</u> Breadth <u>44</u> Depth <u>14</u>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>2529</u> tons					
Coefficient of fineness for use with Tables <u>.805</u>					
Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth <u>14.00</u>		(a) Where D is greater than Table depth (D-Table depth) R = <u>(14.04 - 14.00) 1.615</u> <u>= + .06"</u>		Moulded Breadth (B) <u>44.00</u>	
Stringer plate <u>.04</u>		(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u>		Standard Round of Beam = $\frac{B \times 12}{50}$ = <u>10.56"</u>	
Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ = <u>✓</u>		If restricted by superstructures <u>✓</u>		Ship's Round of Beam = <u>10.25"</u>	
Depth for Freeboard (D) = <u>14.04</u>				Difference <u>.31" deficient</u>	
				Restricted to	
				Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L}\right)$ = $\frac{.31^2}{4} \times .2146$ = <u>+ .02"</u>	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	<u>45.00</u>	<u>45.00</u>	<u>7'-0"</u>	<u>✓</u>	<u>45.00</u>	Standard Height of Superstructure <u>6.00'</u>
" overhang						" " R.Q.D. <u>✓</u>
R.Q.D. enclosed						Deduction for complete superstructure <u>27.00"</u>
" overhang						Percentage covered $\frac{S}{L}$ = <u>40.72%</u>
Bridge enclosed... ..						" " $\frac{S_1}{L}$ = <u>78.54%</u>
" overhang aft						" " $\frac{E}{L}$ = <u>69.14%</u>
" overhang forward						Percentage from Table, Line A. <u>Tanker.</u>
F'cle enclosed	<u>40.50</u>	<u>40.50</u>	<u>7'-9 1/2"-7'-11 1/2"</u>		<u>40.50</u>	(corrected for absence of forecastle (if required)) <u>62.05%</u>
" overhang						Percentage from Table, Line B.
Trunk aft		<u>79.46</u>	<u>4'-0"</u>	<u>See page 4</u>	<u>59.67</u>	(corrected for absence of forecastle (if required))
" forward			<u>7'-9 1/2"</u>			Interpolation for bridge less than .2L (if required)
Tonnage opening aft						Deduction = <u>27.00</u> x <u>.6205</u> = <u>- 16.75"</u>
" " forward						
Total	<u>85.50</u>	<u>164.96</u>			<u>145.17</u>	

SHEER CORRECTION.

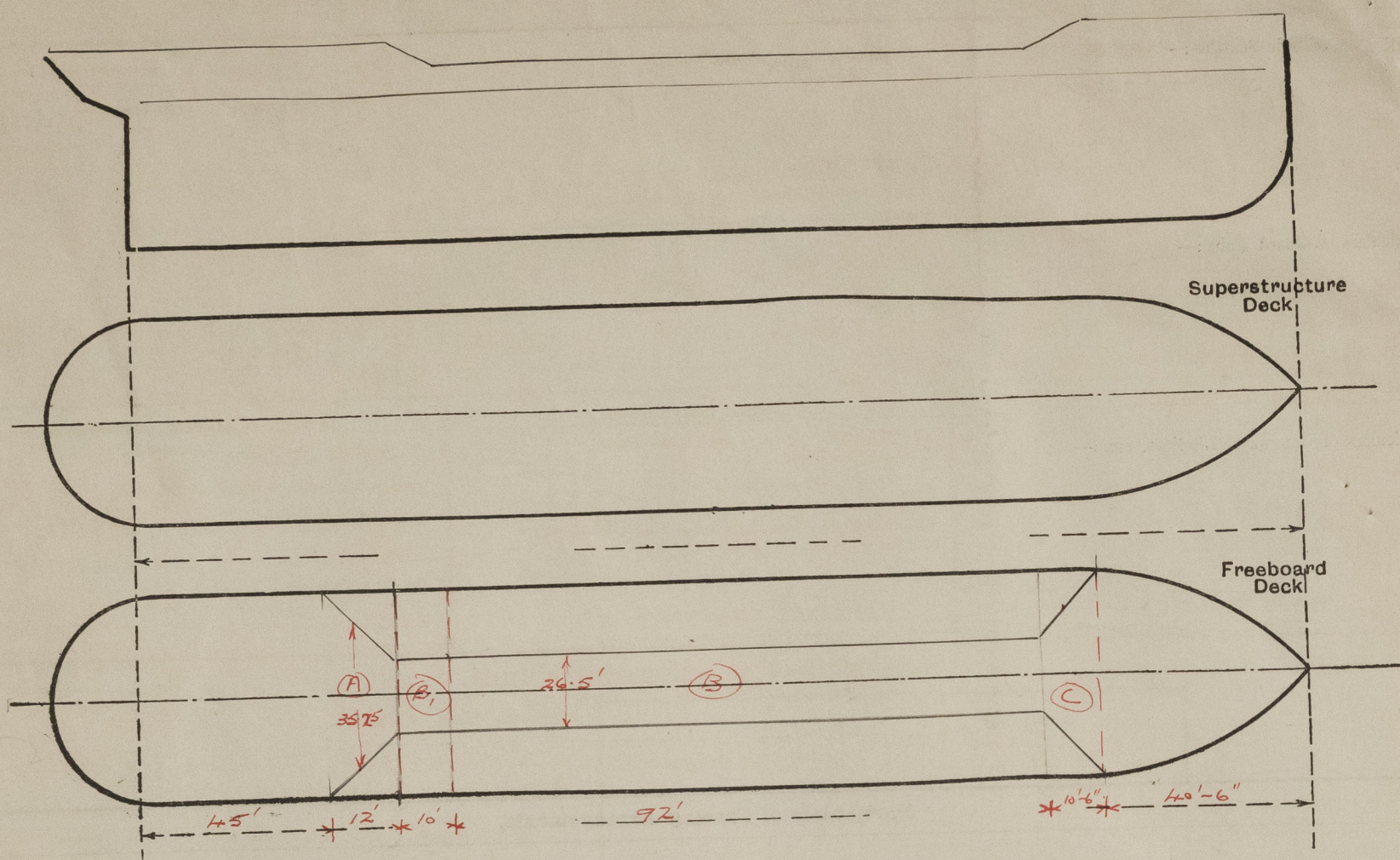
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	<u>31.00</u>	<u>1</u>		<u>31.00</u>	<u>10.12</u>	<u>10.12</u>	<u>1</u>		<u>10.12</u>	Mean actual sheer aft = <u>Deficient</u>
1/8 L from A.P.	<u>13.79</u>	<u>4</u>		<u>55.16</u>	<u>.20</u>	<u>.20</u>	<u>4</u>		<u>.80</u>	Mean actual sheer forward = <u>Deficient</u>
3/8 L "	<u>5.41</u>	<u>2</u>		<u>6.82</u>	<u>0</u>	<u>0</u>	<u>2</u>		<u>0</u>	
Amidships	<u>✓</u>	<u>4</u>		<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>4</u>		<u>✓</u>	Length of enclosed superstructure forward of amidships = <u>Tanker.</u>
3/8 L from F.P.	<u>6.82</u>	<u>2</u>		<u>13.64</u>	<u>0</u>	<u>0</u>	<u>2</u>		<u>0</u>	" " aft of " = <u>✓</u>
1/8 L "	<u>27.59</u>	<u>4</u>		<u>110.36</u>	<u>8.00</u>	<u>8.00</u>	<u>4</u>		<u>32.00</u>	
F.P.	<u>62.00</u>	<u>1</u>		<u>62.00</u>	<u>48.00</u>	<u>48.00</u>	<u>1</u>		<u>48.00</u>	
Total				<u>278.98</u>					<u>90.92</u>	
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{188.06}{18} \left(.75 - \frac{20.36}{54.64} \right) = + 5.71"$										
If limited on account of midship superstructure. <u>✓</u>										If limited to maximum allowance of 1 1/2 ins. per 100 ft. <u>✓</u>

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.805 + .68}{1.36} = \frac{1.485}{1.360}$	<u>24.70</u>
Depth to Freeboard Deck = <u>14.04</u>	Δ =	Depth Correction	<u>26.97</u>
Summer freeboard = <u>1.33</u>	Tons per inch immersion at summer load water line	Deduction for superstructures	
Moulded draught (d) = <u>12.71</u>	T =	Sheer correction	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>3.17</u> = <u>3 1/4</u>	Deduction = $\frac{\Delta}{40T}$ inches = <u>3 1/4</u>	Round of Beam correction	
Addition for Winter North Atlantic Freeboard (if required) = <u>2.1</u> = <u>2"</u>		Correction for Thickness of Deck amidships	
		Other corrections, scantlings, etc.	
		5.79 16.78 - 10.96	
		Summer Freeboard = <u>16.01</u>	

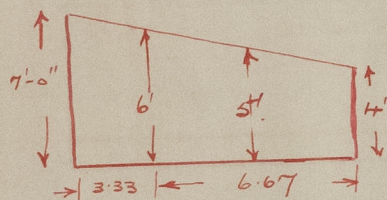
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	<u>6 1/2"</u>	Tropical Fresh Water Freeboard	<u>0' - 9 1/2"</u>
Fresh Water Line " "	<u>3 1/4"</u>	Fresh Water " "	<u>1' - 0 3/4"</u>
Tropical Line " "	<u>3 1/4"</u>	Tropical " "	<u>1' - 0 3/4"</u>
Winter Line below " "	<u>3 1/4"</u>	Winter " "	<u>1' - 7 1/4"</u>
Winter North Atlantic Line " "	<u>5 1/4"</u>	Winter North Atlantic " "	<u>1' - 7 1/4"</u>

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:—



1 trunk

(A) $12 \times \frac{35.25}{44} = 9.61$ 9.61

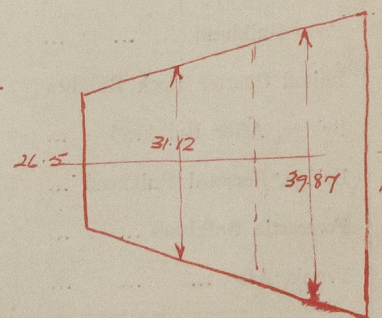
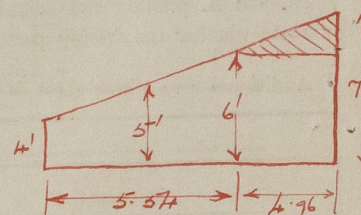
(B₁) $3.33 \times \frac{26.5}{44} = 2.01$ 2.01

B $6.67 \times \frac{26.5}{44} = 4.02 \times \frac{5}{6} = 3.35$

(B) $92 \times \frac{26.5}{44} = 55.41 \times \frac{4}{6} = 36.94$

(C) $5.54 \times \frac{31.12}{44} = 3.92 \times \frac{5}{6} = 3.27$

$4.96 \times \frac{39.87}{44} = \frac{4.49}{79.46}$ $\frac{4.49}{59.67}$



Builder's name and yard number

Names of sister ships

Owners

Fee £

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