Rpt. C.11 (Comp.)

J.P WEBB
4207

LLOYD'S REGISTER OF SHIPPING
UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD
(COMPUTATION FOR STEAMER, ~~SAILING SHIP~~, ~~TANKER~~)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
"J.P. WEBB"	196732	AUSTRALIAN MELBOURNE	967	1954

Port of Survey PORT-GLASGOW

Date of Survey WHILST BUILDING

Surveyor's Signature Alexander Moore

Moulded Dimensions : Length 195·0'   Breadth 36·0'   Depth 17·0'
Freeboard Length 195·375' TO CL. OF RUDDER STOCK
Moulded displacement at moulded draught = 85 per cent. of moulded depth 2092 tons
(excluding bossing)
Coefficient of fineness for use with Tables ·721

Particulars of Classification ✠ 100 A.1
"HOPPER BARGE" (CONTEMP.)

DEPTH FOR FREEBOARD (D).

Moulded depth ... ... 17-0"
Stringer plate ... ... ·42"   ·04
Wood Sheathing on exposed deck
$T\left(\frac{L-S}{L}\right) =$

Depth for Freeboard (D) = 17·04

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D—Table depth) R =
$$\frac{(17·04 - 13·03)1·503}{4·01} = + 6·03"$$
(b) Where D is less than Table depth (if allowed)
(Table depth—D) R =

If restricted by superstructures

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) 36·0"
Standard Round of Beam $\frac{B \times 12}{50}$ = 8·64
Ship's Round of Beam 9½"
Difference 0·86
Restricted to
Correction = $\frac{Diff^e}{4} \times \left(1 - \frac{S_1}{L}\right)$ = $\frac{0·86}{4} \times ·8886$ = --·19

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft ...					
" overhang forward ...					
F'cle ~~enclosed~~ OPEN ...	24·00	21·77	7·0"		21·77
" overhang ...					
Trunk aft					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total	24·00	21·77			21·77

Standard Height of Superstructure 6·0'
" " R.Q.D. —
Deduction for complete superstructure 25·54"
Percentage covered $\frac{S}{L}$ = 12·28
" " $\frac{S_1}{L}$ = ⎫ 11·14
" " $\frac{E}{L}$ = ⎭
Percentage from Table, Line A. 5·57
~~(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 = 25·54 × ·0557 = 1·42"

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	29·54	1	29·54	42½"	42·50	1	42·50
⅙L from A.P. ...	13·14	4	52·56	19"	19·00	4	76·00
⅓L "	3·25	2	6·50	4⅝"	4·63	2	9·26
Amidships ...	0	4	0	0	0	4	0
⅓L from F.P. ...	6·50	2	13·00	8½"	8·50	2	17·00
⅙L "	26·29	4	105·16	34⅛"	34·13	4	136·52
F.P.	59·08	1	59·08	78"	78·00	1	78·00
Total ...			265·84				359·28

Mean actual sheer aft =
Mean standard sheer aft = ⎫ Excess.
Mean actual sheer forward =
Mean standard sheer forward = ⎭

Length of enclosed superstructure forward of amidships = ⎫ Nil.
$\frac{L}{\text{ ... }}$ aft of " = ⎭

Correction = $\frac{\text{Difference between sums of products}}{18}\left(·75 - \frac{S}{2L}\right)$ = $\frac{93·44}{18}(·75 - ·0614)$ = −3·58
·6886
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.

	Ft.
Depth to Freeboard Deck =	17·04
Summer freeboard =	2·29
Moulded draught (d) =	14·75
Keel allowance	
Extreme draught	
Deduction for Tropical freeboard and addition for =	

Winter freeboard = $\frac{d}{4}$ inches = 3·69 = 3¾
Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line. 2165
$\Delta = $ 14·6' 2033
14·0' 2116
15·0' 2188
Tons per inch immersion at summer load water line
$T = $ 14·0' 13·81
14·6' 13·93 14·01
15·0' Δ 14·06
Deduction = $\frac{\Delta}{40 T}$ inches
= 3·86"
= 3¾"

TABULAR FREEBOARD ~~corrected for Flush Deck (if required)~~
22·31

Correction for coefficient $\frac{·721 + ·68}{1·36} = \frac{1·401}{1·36}$ 22·98

	+	−	
Depth Correction ...	6·03		
Deduction for superstructures ...		1·42	
Sheer correction			
Round of Beam correction		·19	
Correction for Thickness of Deck amidships ...			
Other corrections, scantlings, etc. ...			
	6·03	1·61	+4·42

AM 29.10.54

Summer Freeboard = 27·40 !

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

2'- 3½" FOR SERVICE ONLY.

Tropical Fresh Water Line above Centre of Disc	NOT ASSIGNED	Tropical Fresh Water Freeboard	NOT ASSIGNED
Fresh Water Line " "	3¾"	Fresh Water "	1'- 11¾"
Tropical Line " "	NOT ASSIGNED	Tropical "	NOT ASSIGNED
Winter Line below " "	3¾"	Winter "	2'- 7¼"
Winter North Atlantic Line " "	—	Winter North Atlantic "	—

J. P. Webb.

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.

Forecastle.

$$
\begin{array}{lccc}
 & & S & S. \\
0.1 L & = & 9.54 & 19.54 \\
\%/H & = & 4.46 & 2.23 \\
\hline
 & & 24.00 & 21.77.
\end{array}
$$

VESSEL WILL NOT OPERATE OUTSIDE THE LIMITS OF PORT PHILIP BAY, VICTORIA. THE BUILDERS HAVE APPROACHED THE M.O.T. FOR THE CERTIFICATE FOR VOYAGE TO AUSTRALIA. √

Trade of ship ___ "HOPPER BARGE."

Names of sister ships ___ "J.P. WEBB" YARD Nº 397 (BUILT BY FERGUSON BROS. (P.G.) LTD, 1951)

Builder's name and yard number ___ FERGUSON BROS. (P.G.) LTD. YARD Nº 408.

Owners ___ MELBOURNE HARBOUR TRUST COMMISIONERS.

Fee £ 18 : 0 : 0

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)

HULL SECTIONS.
PROFILE & DECKS.