

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

2645379

Ship's Name FRESHBURN	Official Number 169811	Nationality and Port of Registry British London	Gross Tonnage 282.91	Date of Build 1944	Port of Survey Lytham (Liverpool)
Moulded Dimensions: Length 120.00' Breadth 24.50' Depth 12.50'					Date of Survey Whilst building
Moulded displacement at moulded draught = 85 per cent. of moulded depth 639.5 tons					Surveyor's Signature Harry S. Newton
Coefficient of fineness for use with Tables .717					Particulars of Classification +100 A1. For Admiralty Tender Service

Depth for Freeboard (D). Moulded depth ... 12.50 Stringer plate38"03 Sheathing on exposed deck 1" clinker $T \left(\frac{L-S}{L} \right) = \text{Composition}$ Depth for Freeboard (D) = 12.53	Depth correction. (a) Where D is greater than Table depth $(D - \text{Table depth}) R = (12.53 - 8.00) \times .923 = +4.18$ 4.53 (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) 24.50' Standard Round of Beam = $\frac{B \times 12}{50} = 5.88$ Ship's Round of Beam = 6" Difference .12 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.12}{4} \times .849 = -.03$
--	---	--

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 ...	18.00	18.00	6.50	-	18.00
.. overhang25	.12	-	-	.12
Trunk aft ...					
.. forward ...					
Tonnage opening aft ...					
.. forward ...					
Total ...	18.25	18.12			18.12

Standard Height of Superstructure **6.0'**
R.Q.D. **-**
Deduction for complete superstructure **18.0"**
Percentage covered $\frac{S}{L} = 15.21$
 $\frac{S_1}{L} = 15.10$
Percentage from Table, Line A. **7.55**
(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 = $18 \times .0755 = -1.36$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	22.00	1		22.00	18.00	18.00	1		18.00
$\frac{1}{4}$ L from A.P. ...	9.79	4		39.16	9.00	9.00	4		36.00
$\frac{2}{4}$ L ..	2.42	2		4.84	3.50	3.50	2		7.00
Amidships ...	-	4		-	-	-	4		-
$\frac{3}{4}$ L from F.P. ...	4.84	2		9.68	5.00	5.00	2		10.00
$\frac{1}{4}$ L ..	19.58	4		78.32	15.00	15.00	4		60.00
F.P. ...	44.00	1		44.00	36.00	36.00	1		36.00
Total ...				198.00					167.00

Mean actual sheer aft =
Mean standard sheer aft = } **Deficient**
Mean actual sheer forward =
Mean standard sheer forward =
Length of enclosed superstructure forward of amidships = } **N.L.**
.. .. aft of .. = }
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{31.00}{18} (.75 - .0761) = +1.16$
If limited on account of midship superstructure. If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

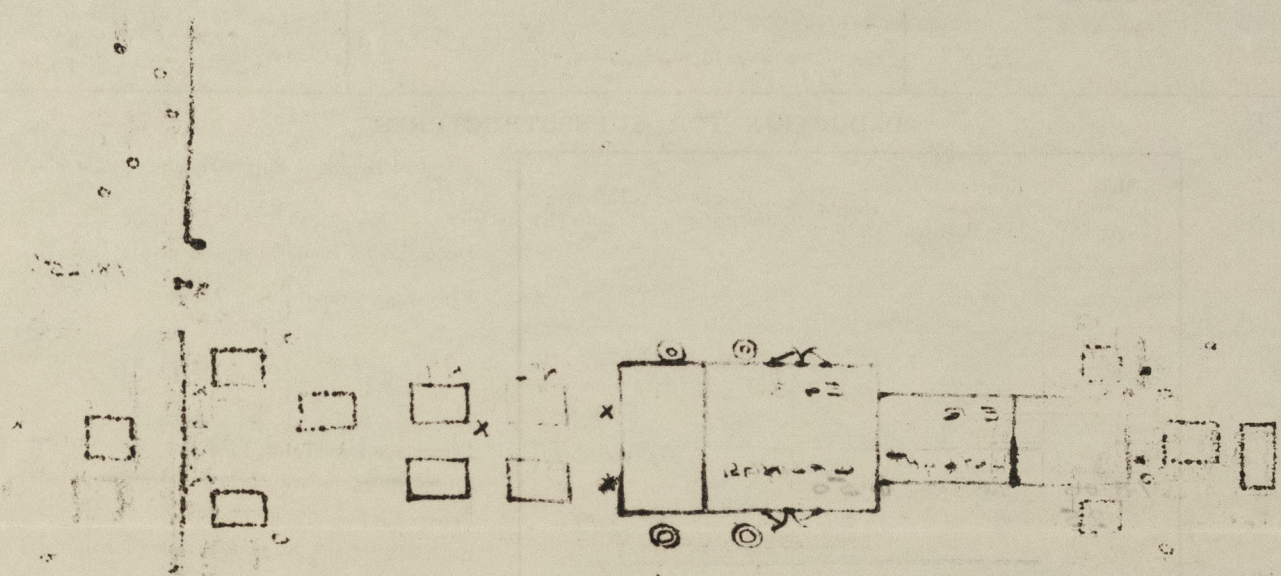
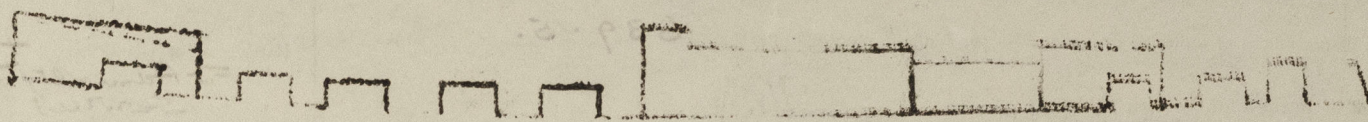
Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 12.53 Summer freeboard = 1.35 Moulded draught (d) = 11.18 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2.80 = 2\frac{3}{4} Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 595.626$ Tons per inch immersion at summer load water line $T = 35.87.95$ Deduction = $\frac{\Delta}{40T}$ inches = 2.63 = 2\frac{3}{4}	TABULAR FREEBOARD corrected for Fresh Deck (if required) Correction for coefficient $\frac{.717 + .68}{1.36} = 1.397 / 1.36$ <table><tr><td></td><td>+</td><td>-</td></tr><tr><td>Depth Correction</td><td>4.18</td><td>-</td></tr><tr><td>Deduction for superstructures</td><td>-</td><td>1.36</td></tr><tr><td>Sheer correction</td><td>1.16</td><td>-</td></tr><tr><td>Round of Beam correction</td><td>-</td><td>.03</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>5.34</td><td>1.39</td></tr></table> Summer Freeboard = 16.27		+	-	Depth Correction	4.18	-	Deduction for superstructures	-	1.36	Sheer correction	1.16	-	Round of Beam correction	-	.03	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		5.34	1.39
	+	-																								
Depth Correction	4.18	-																								
Deduction for superstructures	-	1.36																								
Sheer correction	1.16	-																								
Round of Beam correction	-	.03																								
Correction for Thickness of Deck amidships	-	-																								
Other corrections, scantlings, etc.	-	-																								
	5.34	1.39																								

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck

Tropical Fresh Water Line above Centre of Disc	Not assigned
Fresh Water Line	2\frac{3}{4}
Tropical Line	Not assigned
Winter Line	2\frac{3}{4}
Winter North Atlantic Line	Not assigned

Tropical Fresh Water Freeboard	1'-4\frac{1}{4}"
Fresh Water	1'-1\frac{1}{2}"
Tropical	1'-3"
Winter	1'-3"
Winter North Atlantic	1'-3"

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.



© 1911-1912

Trade of ship Water carrier for Admiralty Tender Services.
Names of sister ships Freshmere, Freshpool, Freshwell.
Builder's name and yard number Lytham S. B & E Co. Ltd. No 874.
Owners The Admiralty.

Fee £ 6.0.0

plink



© 2021

Lloyd's Register
Foundation