

Fresh Brook  
36765 etc.

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Index No. 37183  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Jhd 4945.

Ship's Name <b>FRESHMERE</b>	Official Number <b>168407</b>	Nationality and Port of Registry <b>British London</b>	Gross Tonnage <b>282.91</b>	Date of Build <b>1943</b>	Port of Survey <b>Lytham</b>
Moulded Dimensions: Length <b>124.00'</b> Breadth <b>24.50'</b> Depth <b>12.50'</b>					Date of Survey <b>Feb. 5th &amp; 10th</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>639.5</b> tons					Surveyor's Signature <b>Harry S. Newton</b>
Coefficient of fineness for use with Tables <b>.717</b>					Particulars of Classification <b>+100 A1</b> <b>For Admiralty Tender Services</b>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... <b>12.50</b> Stringer plate ... <b>(.38")</b> ... <b>.03</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = 1" \text{ Over the Comp position}$ Depth for Freeboard (D) = <b>12.53</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = <b>(12.53-8.00) x .923 = +4.18"</b> <b>4.53</b> (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>✓</b> If restricted by superstructures <b>✓</b>	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>24.50'</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>5.88</b> Ship's Round of Beam = <b>6.00"</b> Difference <b>.12</b> Restricted to <b>✓</b> Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.12}{4} \times .849 = -.03"$
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed ...	<b>18.00</b>	<b>18.00</b>	<b>6.50'</b>	<b>✓</b>	<b>18.00</b>
„ overhang ...	<b>.25</b>	<b>.12</b>			<b>.12</b>
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	<b>18.25</b>	<b>18.12</b>			<b>18.12</b>

Standard Height of Superstructure	<b>6.0'</b>
„ „ R.Q.D.	<b>✓</b>
Deduction for complete superstructure	<b>18.0"</b>
Percentage covered $\frac{S}{L} =$	<b>15.21</b>
„ „ $\frac{S_1}{L} =$	<b>15.10</b>
„ „ $\frac{E}{L} =$	<b>15.10</b>
Percentage from Table, Line A.	<b>7.55</b>
(corrected for absence of forecastle (if required))	<b>✓</b>
Percentage from Table, Line B.	<b>✓</b>
(corrected for absence of forecastle (if required))	<b>✓</b>
Interpolation for bridge less than .2L (if required)	<b>✓</b>
Deduction = $18 \times .0755 =$	<b>-1.36"</b>

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<b>22.00</b>	<b>1</b>	<b>22.00</b>	<b>18.00"</b>	<b>18.00</b>	<b>1</b>	<b>18.00</b>
$\frac{1}{2}$ L from A.P. ...	<b>9.79</b>	<b>4</b>	<b>39.16</b>	<b>9.00"</b>	<b>9.00</b>	<b>4</b>	<b>36.00</b>
$\frac{3}{8}$ L „ ...	<b>2.42</b>	<b>2</b>	<b>4.84</b>	<b>3.50"</b>	<b>3.50</b>	<b>2</b>	<b>7.00</b>
Amidships ...	<b>-</b>	<b>4</b>	<b>-</b>	<b>✓</b>	<b>-</b>	<b>4</b>	<b>-</b>
$\frac{3}{8}$ L from F.P. ...	<b>4.84</b>	<b>2</b>	<b>9.68</b>	<b>5.00"</b>	<b>5.00</b>	<b>2</b>	<b>10.00</b>
$\frac{1}{2}$ L „ ...	<b>19.58</b>	<b>4</b>	<b>78.32</b>	<b>15.00"</b>	<b>15.00</b>	<b>4</b>	<b>60.00</b>
F.P. ...	<b>44.00</b>	<b>1</b>	<b>44.00</b>	<b>36.00"</b>	<b>36.00</b>	<b>1</b>	<b>36.00</b>
Total ...			<b>198.00</b>				<b>167.00</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{31.0}{18} (.75 - .0761) = +1.16"$   
 If limited on account of midship superstructure. **✓**

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 „ = **NIL.**

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Ft.  
 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 = **595 5.95**

Deduction =  $\frac{\Delta}{40 T}$  inches  
 = **2.63**  
 = **2  $\frac{3}{4}$**

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.717 + .68}{1.36} = 1.397 / 1.36$

	+	-
Depth Correction	<b>4.18</b>	<b>-</b>
Deduction for superstructures	<b>-</b>	<b>1.36</b>
Sheer correction	<b>1.16</b>	<b>-</b>
Round of Beam correction	<b>-</b>	<b>.03</b>
Correction for Thickness of Deck amidships	<b>-</b>	<b>-</b>
Other corrections, scantlings, etc.	<b>-</b>	<b>-</b>
	<b>5.34</b>	<b>1.39</b>

Summer Freeboard = **16.27'**SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Water~~, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc **Not Assigned**  
 Fresh Water Line „ „ **2  $\frac{3}{4}$**   
 Tropical Line „ „ **Not Assigned**  
 Winter Line below „ „ **2  $\frac{3}{4}$**   
 Winter North Atlantic Line „ „ **Not Assigned**

Tropical Fresh Water Freeboard **✓**  
 Fresh Water „ **✓**  
 Tropical „ **✓**  
 Winter „ **✓**  
 Winter North Atlantic „ **✓**



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 Water carrier for Admiralty Tender service.  
Names of sister ships Fresh lake  
Builder's name and yard number Lyle & Co. Ltd. No 870.  
Owners The Admiralty.  
Fee £ £6.0.0

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Foundation