

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name PORT SAID	Official Number ✓	Nationality and Port of Registry Egyptian Alexandria	Gross Tonnage ✓	Date of Build 1949	Port of Survey TRIESTE
Moulded Dimensions: Length 380.7 Breadth 56.5 Depth 34.51 To upper bulkhead To centre of keelson stock.					Date of Survey During construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth { 13000 to upper bulkhead 9134 to 2" "					Surveyor's Signature <i>[Signature]</i>
Coefficient of fineness for use with Tables. .723					Particulars of Classification 100 A 1 "with freeboard" class contemplated

DEPTH FOR FREEBOARD (D). 34.51 Moulded depth { 34.51 (upper bulkhead) Stringer plate { 25.50 (2") Sheathing on exposed deck { 0.04 (44%) { 0.03 (2") $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 34.56	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (34.56-25.33) 2.928 = +26.98 9.23 (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) 56.5 Standard Round of Beam = $\frac{B \times 12}{50} = \mathbf{13.56}$ Ship's Round of Beam (upper & round bulkheads) = 13.75 Difference + .19 Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.19}{4} \times .7334 = \mathbf{.03}$
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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 ...	5.05	2.52	8.21	✓	2.52
" overhang ...	✓		✓		
Bridge enclosed ...	71.73	71.73	8.21	✓	71.73
" overhang aft88	.29	✓		.29
" overhang forward ...	✓		✓		
F'cle enclosed ...	28.77	26.75	6.23	6.23	22.83
" overhang ...	26.75		✓		
Trunk aft ...	✓		✓		
" forward ...	✓		✓		
Tonnage opening aft ...	✓		✓		
" " forward ...	✓		✓		
Total ...	104.11	101.29			97.37

Standard Height of Superstructure **7.30**
 " " R.Q.D. ✓
 Deduction for complete superstructure **40.67**
 Percentage covered $\frac{S}{L} = \mathbf{27.40}$
 $\frac{S_1}{L} = \mathbf{26.66}$
 $\frac{E}{L} = \mathbf{25.63}$
 Percentage from Table, Line A. **12.82**
 (corrected for absence of forecastle (if required))
 Percentage from Table, Line B. **16.25**
 (corrected for absence of forecastle (if required))
 Interpolation for bridge less than .2L (if required) $12.82 + \frac{19.62}{2} (3.43) = \mathbf{16.18}$
 Deduction = $40.67 \times .1618 = \mathbf{6.58}$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	48.00	1		48.00	47.	47.00	1		47.00
$\frac{1}{8}L$ from A.P. ...	21.36	4		85.44	24.2	24.20	4		96.80
$\frac{2}{8}L$ " ...	5.28	2		10.56	0.5	0.50	2		1.00
Amidships ...	—	4		—	—	—	4		—
$\frac{3}{8}L$ from F.P. ...	10.56	2		21.12	18.8	18.80	2		37.60
$\frac{4}{8}L$ " ...	42.72	4		170.88	77.4	77.40	4		309.60
F.P. ...	96.00	1		96.00	164.5	164.50	1		164.50
Total ...				432.00					656.50

Mean actual sheer aft = **Deficient 7.75**
 Mean standard sheer aft =
 Mean actual sheer forward = **Excess.**
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships = **.01045**
 " " aft of " = **.716**
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{224.50}{18} (.75 - .1370) = \mathbf{-7.65}$
 If limited on account of midship superstructure. $7.65 \times \frac{110.45}{2} = \mathbf{-4.22}$
 If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. ✓

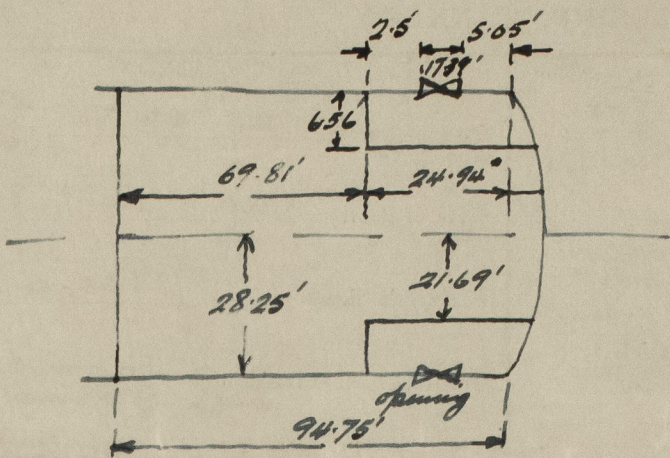
Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 34.56 Summer freeboard = 10.81 Moulded draught (d) = 23.75 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.94 " = 6" Addition for Winter North Atlantic Freeboard (if required) = ✓	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = \mathbf{10240}$ tons Tons per inch immersion at summer load water line $T = \mathbf{40.75}$ tons Deduction = $\frac{\Delta}{40 T}$ inches = 6.24 6.14	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{723 + 68}{1.36} = \mathbf{1.403}$ Depth Correction ... 26.98 Deduction for superstructures ... 6.58 Sheer correction ... 4.22 Round of Beam correction03 Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. 46.13 to a summer moulded draught of 28.9 " C.S.S. Summer Freeboard = 129.75
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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	12.4"	Tropical Fresh Water Freeboard	10.984"
Fresh Water Line	6.14"	Fresh Water	9.92"
Tropical Line	6"	Tropical	10.884"
Winter Line below	6"	Winter	11.334"
Winter North Atlantic Line	✓	Winter North Atlantic	✓

Port Said.

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.



Aft side of opening:-

End. length at side = 69.81

CR. part aft of opening $\frac{2.5 \times 21.69}{28.25} = 1.92$
 $\frac{1.92}{71.73} = \text{equiv. end.}$

Thaug = 2.5 - 1.92 = .58'

Forward of side opening:-

S. S.

open bridge 5.05' 2.52' /

Trade of ship Large & passengers

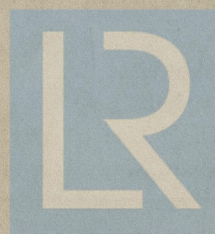
Names of sister ships "STAR OF LUXOR" - "STAR OF SUEZ"

Builder's name and yard number "CANTIERI RIUNITI DELL'ADRIATICO" N° 1747

Owners "ALEXANDRIA NAVIGATION CO" - ALEXANDRIA

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