

Empire Goblin
No. 36827

B.T. OOPS

Hd 2075

Index. No. 37488
(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

31 DEC 1943

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER-) (TUG)

Ship's Name "EMPIRE VINCENT"	Official Number 169353.	Nationality and Port of Registry BRITISH. HULL.	Gross Tonnage 274.35	Date of Build 1944	Port of Survey <i>Hull.</i>
Moulded Dimensions: Length 105'-0" Breadth 26'-6" Depth 13'-0"					Date of Survey <i>During construction</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 504 tons					Surveyor's Signature <i>J. Macleod</i>
Coefficient of fineness for use with Tables .68 (.574 actual) 5.2 T.P.I.					Particulars of Classification * 100 A-1. "FOR TOWING SERVICES". (CONTEMPLATED)

Depth for Freeboard (D).		Depth correction.	Round of Beam correction.
Moulded depth ...	13'-0"	(a) Where D is greater than Table depth (D - Table depth) R = (13.03 - 7.00) .808 = +4.87	Moulded Breadth (B) 26'-5"
Stringer plate029	6.03	Standard Round of Beam = $\frac{B \times 12}{50} =$ 6.36
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <input checked="" type="checkbox"/>		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Ship's Round of Beam = 7 1/2"
Depth for Freeboard (D) = 13'-0.029"		If restricted by superstructures	Difference 1.14
			Restricted to
			Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ $\frac{1.14^2}{4} = -.29$

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 ...					
Fore enclosed ...					
.. overhang ...					
Trunk aft ...					
.. forward ...					
Tonnage opening aft ...					
.. forward ...					
Total ...					

Flash deck
No superstructures

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$

" " $\frac{S_1}{L} =$ } *Flash Deck*

" " $\frac{E}{L} =$

Percentage from Table, Line A.
(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 = *Nil*

HEIGHTS MEASURED FROM TOP OF KEEL
TO DECK AT SIDE.

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	20.50	1		20.50	36.00	36.00	1		36.00
1/4 L from A.P. ...	9.12	4		36.48	17.59	17.50	4		70.00
1/2 L " ...	2.255	2		4.51	6.00	6.00	2		12.00
Amidships ...	-	4		-	-	-	4		-
3/4 L from F.P. ...	4.51	2		9.02	4.25	4.25	2		8.50
1/4 L " ...	18.25	4		73.00	24.00	24.00	4		96.00
F.P. ...	41.00	1		41.00	60.00	60.00	1		60.00
Total ...				184.51					282.50

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 " =

Excess
Flash Deck

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{97.99}{18} \times .75 = -4.08$

If limited on account of midship superstructure, *No. Flash Deck.*

If limited to maximum allowance of 1 1/2 ins. per 100 ft. *Yes. -1.58*

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 13.03 Summer freeboard = 1.25 Moulded draught (d) = 11.78 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2.94 = 3" Addition for Winter North Atlantic Freeboard (if required) = 5	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 555$ Tons per inch immersion at summer load water line $T = 5.29$ Deduction = $\frac{\Delta}{40T}$ inches $= \frac{555}{40 \times 5.29} = 2.62 = 2 1/2"$ MEAN DRAFT. EXT. DISP. TONS PER 1" 12'-0" 532 5.22 11'-0" 468 5.03 10'-0" 408 4.84	TABULAR FREEBOARD corrected for Flash Deck (if required) Correction for coefficient 10.50 + 1.57 Depth Correction ... 4.87 Deduction for superstructures ... 82.8 Sheer correction ... 1.58 Round of Beam correction29 Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... 4.87 1.87 + 3.00 Summer Freeboard = 15.07
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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 ...	5 1/2"
Fresh Water Line " " ...	2 1/2"
Tropical Line " " ...	3"
Winter Line below " " ...	3"
Winter North Atlantic Line " " ...	5"

Tropical Fresh Water Freeboard ...	1'-3"
Fresh Water " " ...	0'-9 1/2"
Tropical " " ...	1'-0 1/2"
Winter " " ...	1'-0"
Winter North Atlantic " " ...	1'-8"

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 FOR TOWING SERVICES.

Names of sister ships "EMPIRE HUMPHREY" - "EMPIRE SYBIL".

Builder's name and yard number COCHRANE & SONS LTD. YARD NO 1274.

Owners THE MINISTRY OF WAR TRANSPORT.

Fee TO BE CHARGED WITH FIRST ENTRY.



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