

31 MAR 1955

| Ship's Name | Official Number | Nationality and Port of Registry | Gross Tonnage | Date of Build |
|----------------|-----------------|----------------------------------|---------------|---------------|
| "OCEAN TRADER" | 319 | Liberian Monrovia | 7244 | 1953 |

| | | | | | |
|--|-------------------|---------|------|-------|-------|
| Moulded Dimensions: Length | 548.5 | Breadth | 70.0 | Depth | 39.75 |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth: | (estimated) 28700 | | | | tons |
| Coefficient of fineness for use with Tables | .774 | | | | |

| | |
|-------------------------------|----------------------------|
| Port of Survey | New York |
| Date of Survey | 20 th Dec. 1954 |
| Surveyor's Signature | J. L. Ladd & D. D. Davis |
| Particulars of Classification | *100A1 C. P. E. |

| | | |
|--|--|---|
| <p>Depth for Freeboard (D).</p> <p>Moulded depth 39.75</p> <p>Stringer plate08</p> <p>Sheathing on exposed deck</p> <p>$T \left(\frac{L-S}{L} \right) =$</p> <p>Depth for Freeboard (D) = <u>39.83</u></p> | <p>Depth correction.</p> <p>(a) Where D is greater than Table depth (D—Table depth) R= $(39.83 - 36.57) \times 3 = + 9.78$ 3.26</p> <p>(b) Where D is less than Table depth (if allowed) (Table depth—D) R=</p> <p>If restricted by superstructures</p> | <p>Round of Beam correction.</p> <p>Moulded Breadth (B) 70.0</p> <p>Standard Round of Beam = $\frac{B \times 12}{50} = 16.80$</p> <p>Ship's Round of Beam = 17.52</p> <p>Difference .72</p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) \frac{72}{4} (.6372) = - .11$</p> |
|--|--|---|

DEDUCTION FOR SUPERSTRUCTURES

| | Mean Covered Length (S) | Equivalent Enclosed Length (S.) | Height | Height Correction | Effective Length (E) |
|-----------------------------------|-------------------------------|---------------------------------------|--------|----------------------|-------------------------|
| Poop enclosed <i>Equiv.</i> ... | 112.78 | 112.78 | 8.0 | - | 112.78 |
| " overhang ... | | | | | |
| R.Q.D. enclosed ... | | | | | |
| " overhang ... | | | | | |
| Bridge enclosed <i>Equiv.</i> ... | 42.20 | 42.20 | 8.0 | - | 42.20 |
| " overhang aft ... | | | | | |
| " overhang forward | | | | | |
| F'cle enclosed <i>Equiv.</i> ... | 43.99 | 43.99 | 8.0 | | 43.99 |
| " overhang ... | | | | | |
| Trunk aft ... | | | | | |
| " forward ... | | | | | |
| Tonnage opening aft ... | | | | | |
| " " forward | | | | | |
| Total ... | 198.97 | 198.97 | | | 198.97 |

Standard Height of Superstructure..... 7.5

" " R.Q.D. -

Deduction for complete superstructure..... 42.00

Percentage covered $\frac{S}{L} =$ }
" " $\frac{S_1}{L} =$ } 36.28 %
" " $\frac{E}{L} =$ }

Percentage from Table, Line A. Tanker 27.28
(corrected for absence of forecastle (if required))

Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than $\cdot 2L$ (if required)

Deduction = $42 \times .2728$ = - 11.46

SHEER CORRECTION.

| Station | Standard Ordnate | S M | Product | Actual Ordnate | Effective Ordnate | S M | Product |
|------------------|---------------------|--------|---------|---------------------------|----------------------|--------|---------|
| A.P. ... | 64.85 | 1 | 64.85 | ^{+6.0} 30.43 | 36.43 | 1 | 36.43 |
| %L from A.P. ... | 28.86 | 4 | 115.44 | ^{+0.216} 0.94 | 1.156 | 4 | 4.62 |
| %L " | 7.135 | 2 | 14.27 | - | - | 2 | - |
| Amidships ... | - | 4 | - | - | - | 4 | - |
| %L from F.P. ... | 14.27 | 2 | 28.54 | - | - | 2 | - |
| %L " | 57.715 | 4 | 230.87 | 0.87 | 0.87 | 4 | 3.48 |
| F.P. ... | 129.70 | 1 | 129.70 | 17.28 | 17.28 | 1 | 17.28 |
| Total ... | | | 583.67 | | | | 61.81 |

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} =$$

$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} =$$

Length of enclosed superstructure
L

forward of amidships =

" " aft of " =

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{521.86}{18} \left(.75 - \frac{1814}{5686} \right) = +16.48$$

If limited on account of midship superstructure. If limited to maxi

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

| <p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p style="text-align: right; margin-right: 20px;">Ft.</p> <p>Depth to Freeboard Deck = <u>39.83</u></p> <p>Summer freeboard = <u>9.98</u></p> <p>Moulded draught (d) = <u>29.85</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>7.46</u> = <u>7.2"</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u>7.46 + 5.48</u> = <u>13"</u></p> | <p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta = 25040$ (estimated)</p> <p>Tons per inch immersion at summer load water line</p> <p>$T = 79.4$ (est.)</p> <p>Deduction = $\frac{\Delta}{40T}$ inches</p> <p style="margin-left: 100px;">= <u>7.886</u></p> <p style="margin-left: 100px;">= <u>8"</u></p> | <p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient. $\frac{.774 + .68}{1.36} = 1.069$</p> <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th style="width: 60%;"></th> <th style="width: 20%;">+</th> <th style="width: 20%;">-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td>9.78</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>11.46</td> </tr> <tr> <td>Sheer correction</td> <td>16.48</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>0.11</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><u>26.26</u></td> <td><u>11.57</u></td> </tr> <tr> <td></td> <td colspan="2">+ 14.69</td> </tr> <tr> <td></td> <td colspan="2">Summer Freeboard = 119.77</td> </tr> </tbody> </table> | | + | - | Depth Correction | 9.78 | - | Deduction for superstructures | - | 11.46 | Sheer correction | 16.48 | - | Round of Beam correction | - | 0.11 | Correction for Thickness of Deck amidships | - | - | Other corrections, scantlings, etc. | - | - | | <u>26.26</u> | <u>11.57</u> | | + 14.69 | | | Summer Freeboard = 119.77 | |
|--|---|--|--|---|---|-------------------------|------|---|--------------------------------------|---|-------|-------------------------|-------|---|---------------------------------|---|------|---|---|---|--|---|---|--|--------------|--------------|--|----------------|--|--|----------------------------------|--|
| | + | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Depth Correction | 9.78 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deduction for superstructures | - | 11.46 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheer correction | 16.48 | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Round of Beam correction | - | 0.11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Correction for Thickness of Deck amidships | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other corrections, scantlings, etc. | - | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | <u>26.26</u> | <u>11.57</u> | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | + 14.69 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Summer Freeboard = 119.77 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

| | | | | | |
|--|-------|---------|--------------------------------|-----|------------|
| Tropical Fresh Water Line above Centre of Disc | ... | 15 1/2" | Tropical Fresh Water Freeboard | ... | 8 - 8 1/4" |
| Fresh Water Line | " | 8 | Fresh Water | " | 9 - 3 3/4" |
| Tropical Line | " | 7 1/2 | Tropical | " | 9 - 4 1/4" |
| Winter Line | below | 7 1/2 | Winter | " | 7 1/4" |
| Winter North Atlantic Line | " | 13 | Winter North Atlantic | " | 0 3/4" |

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

Names of sister ships

Builder's name and yard number

Owners

Fee £



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Foundation

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