

SPRINGCRAG

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... .. 10.77	(a) Where D is greater than Table depth	Moulded Breadth (B) 25'-0"
Stringer plate ... 26" Stringer.. .03	(D-Table depth) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ 6"
Sheathing on exposed deck	$(10.80 - 8.66) \times 999 = + 2.14$	Ship's Round of Beam = 6 1/2"
T $\left(\frac{L-S}{L}\right) =$	2.14	Difference <i>Excess.</i> .5
Depth for Freeboard (D) = 10.80	(b) Where D is less than Table depth (if allowed)	Restricted to
	(Table depth-D) R = ✓	Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.5}{4} \times .5662 = -.07$
	If restricted by superstructures ✓	

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	37.25	37.25	6' 9"	-	37.25
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed...					
" overhang aft ...					
" overhang forward					
F'cle enclosed ...	19.08	19.08	3' 6"	$\times \frac{2.54}{6}$	<del>19.08</del> 8.08
" overhang ...			2.54		
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...	56.33	56.33			45.33

Standard Height of Superstructure 6.0

" " R.Q.D. -

Deduction for complete superstructure 18.98

Percentage covered  $\frac{S}{L} =$  } 43.38

" "  $\frac{S_1}{L} =$

" "  $\frac{E}{L} =$  34.91

Percentage from Table, Line A. 19.17

(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 = 18.98 x .1917 = -3.64

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	22.98	1	22.98	20.25	20.25	1	20.25
$\frac{1}{2}$ L from A.P. ...	10.23	4	40.92	5.5	5.50	4	22.00
$\frac{3}{8}$ L " ...	2.53	2	5.06	0.75	.75	2	1.50
Amidships ...	-	4	-	-	-	4	-
$\frac{3}{8}$ L from F.P. ...	5.06	2	10.12	7.0	6.12	2	12.24
$\frac{1}{2}$ L " ...	20.45	4	81.80	24.25	22.53	4	90.12
F.P. ...	45.97	1	45.95	53.75	50.22	1	50.22
Total ...			206.85				196.33

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{10.52}{18} (.75 - \frac{2169}{534}) = + .31$

If limited on account of midship superstructure. ✓

Mean actual sheer aft = 63.672 (standard)

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

L

" " aft of " =

Sheer aft

22.98	1
10.23	3
2.53	3
<hr/>	
61.26	

22.98	1
30.69	3
7.59	3
<hr/>	
61.26	

20.25	1
16.50	3
2.25	3
<hr/>	
39.00	

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b>  Depth to Freeboard Deck = <u>10.80</u> Summer freeboard = <u>1.06</u> Moulded draught (d) = <u>9.74</u>  Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>2.44 = 2½</u> Addition for Winter North Atlantic Freeboard (if required) = <u>✓</u>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta = 707$ Tons per inch immersion at summer load water line $T = 6.83$ Deduction = $\frac{\Delta}{40 T}$ inches $= 2.59 = 2½$	<b>TABULAR FREEBOARD</b> <small>corrected for Fresh Deck (if required)</small> Correction for coefficient $\frac{776+68}{136} = \frac{1.456}{1.36} =$ <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">+</th> <th style="text-align: center;">-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction ... ..</td> <td style="text-align: center;">2.14</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Deduction for superstructures ... ..</td> <td style="text-align: center;">-</td> <td style="text-align: center;">3.64</td> </tr> <tr> <td>Sheer correction ... ..</td> <td style="text-align: center;">.31</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Round of Beam correction ... ..</td> <td style="text-align: center;">-</td> <td style="text-align: center;">.07</td> </tr> <tr> <td>Correction for Thickness of Deck amidships ... ..</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Other corrections, scantlings, etc. ... ..</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td></td> <td style="text-align: center;">2.45</td> <td style="text-align: center;">3.71</td> </tr> </tbody> </table> Summer Freeboard = <u>12.63</u>		+	-	Depth Correction ... ..	2.14	-	Deduction for superstructures ... ..	-	3.64	Sheer correction ... ..	.31	-	Round of Beam correction ... ..	-	.07	Correction for Thickness of Deck amidships ... ..	-	-	Other corrections, scantlings, etc. ... ..	-	-		2.45	3.71
	+	-																								
Depth Correction ... ..	2.14	-																								
Deduction for superstructures ... ..	-	3.64																								
Sheer correction ... ..	.31	-																								
Round of Beam correction ... ..	-	.07																								
Correction for Thickness of Deck amidships ... ..	-	-																								
Other corrections, scantlings, etc. ... ..	-	-																								
	2.45	3.71																								

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck:—  $1'-0\frac{3}{4}"$

Tropical Fresh Water Line above Centre of Disc	...	✓	Tropical Fresh Water Freeboard	...
Fresh Water Line	...	2½	Fresh Water	...
Tropical Line	<i>Not assigned.</i>	...	Tropical	...
Winter Line	below	2½	Winter	...
Winter North Atlantic Line	<i>Not assigned.</i>	...	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.

Moulded Displacement and tons per inch immersion

At 9'-0 mld draft.  $\Delta = 647$  tons Tons per inch immersion = 6.73  
 " 9'-6 " "  $\Delta = 688$  " " " " = 6.80.

Actual sheer height at Fr 63 End of J/cle = 27"  
Height of J/cle deck at side above base at F.P. <sup>80. Pl</sup> = 17' 6"

Official measurements for B. T.

$L = \quad \times \quad B = \quad \times \quad D = \quad \times$

G. R. T. =  
 U. P. T. =  
 G. R. T. =  
 U. P. T. =  
 G. R. T. =  
 U. P. T. =

Koval's measurement not yet completed (all order ships for a/prior parts.)

25.52  
24.52  
7.0  
1.00  
0.72  
2.2  
20.22

Trade of ship *Coasting*

Names of sister ships *M. V. EMPIRE CREEK. YARD N° 1776.*

Builder's name and yard number *James Pollock & Sons Ltd. Doverham Kent. Yard N° 1777.*

Owners *The Ministry of Shipping*

Fee £ *6-0-0. (To be charged with First Entry Fee.)*