

Rpt. C.11 (Comp.)

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received

Index No.

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Owners C11

Ship's Name "MAKOURIA"	Official Number 315445	Nationality and Port of Registry BRITISH. GEORGETOWN. (GUYANA)	Gross Tonnage 560.96	Date of Build 1959.
Moulded Dimensions: Length 172'0" Breadth 37'6" Depth 11'3" 11'35"				
Freeboard Length 172'0" To G. of summer track. (to inboard side of sparson)				
Moulded displacement at moulded draught = 85 per cent. of moulded depth (9.56') 1105.8 tons				
Coefficient of fineness for use with Tables .666 (Max. 68)				

Port of Survey **PORT CLASGOW.**

Date of Survey **DURING CONSTRUCTION.**

Surveyor's Signature **William J. Fether.**

Particulars of Classification **A. 1. "For Service of (Contaminated) The Royal Canadian Mounted Police & Equivalents"**

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	11.35'	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	37'6" 35'0"
Stringer plate	(3/8)"			Standard Round of Beam = $\frac{B \times 12}{50}$	8.48'
Wood Sheathing on exposed deck	NONE	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	3" 2.48'
$T \left(\frac{L-S}{L} \right) =$		(11.47 - 11.38) = .09		Difference	5.92'
Depth for Freeboard (D) =	11.38'	If restricted by superstructures	Yes / Nil	Restricted to	
				Correction = $\frac{\text{Diff} \times (1 - \frac{S}{L})}{4}$	5.92' (1 - .0993) = 5.33'

DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Effective Length (E)
Poop enclosed				
" overhang				
R.Q.D. enclosed				
" overhang				
Bridge enclosed				
" overhang aft				
" overhang forward				
F'cle enclosed	17'1"	17'08"	7'3 1/2"	17'08"
" overhang				
Trunk aft				
" forward				
Tonnage opening aft				
" " forward				
Total	17'08"	17'08"		17'08"

Standard Height of Superstructure **6'00"**

" " R.Q.D. **✓**

Deduction for complete superstructure **23.2"**

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

" " $\frac{S_i}{L} =$ **9.93%**

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

Percentage from Table, Line A. **4.97%**

(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 = **23.2 x .0497 = 1.15"**

SHEER CORRECTION.

Subsides measured above 11'3" level line.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	27.20	1	27.20	21.00	21.00	1	21.00
1/2 L from A.P.	12.10	4	48.40	9.94	9.94	4	39.76
2/3 L	2.99	2	5.98	2.06	2.06	2	4.12
Amidships	0	4	0	0	0	4	0
2/3 L from F.P.	5.98	2	11.96	2.25	2.25	2	4.50
1/2 L	24.21	4	96.84	16.00	16.00	4	64.00
F.P.	54.40	1	54.40	30.00	30.00	1	30.00
Total			244.78				163.38

Mean actual sheer aft = **Deficient**

Mean standard sheer aft =

Mean actual sheer forward = **Deficient**

Mean standard sheer forward = **.584**

Length of enclosed superstructure forward of amidships =

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.75 - .0497} \right) = \frac{81.40}{18} \left(\frac{.75 - .0497}{.7003} \right) = +3.17"$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100ft. **No**

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck $\lambda =$ 11.28'</p> <p>Summer freeboard = 4.27'</p> <p>Moulded draught (d) = 7.01'</p> <p>Keel allowance =</p> <p>Extreme draught =</p> <p>Deduction for Tropical freeboard and addition for =</p> <p>Winter freeboard = $\frac{d}{4}$ inches = 1.75" = 1 3/4"</p> <p>Addition for Winter North Atlantic Freeboard (if required) =</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$ 66.5</p> <p>Tons per inch immersion at summer load water line</p> <p>$T =$ 66.5</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches = 1.62" = 1 1/2"</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient Nil</p> <p>Depth Correction</p> <p>Deduction for superstructures</p> <p>Sheer correction</p> <p>Round of Beam correction</p> <p>Correction for Thickness of Deck amidships</p> <p>Other corrections, scantlings, etc. to summer moulded draught of 7'0"</p> <p>(ACTUAL 7.01').</p>	<p>18.60 + .02</p> <p>18.62</p> <p>18.62</p> <p>32.63</p> <p>summer Freeboard = 51.25</p>
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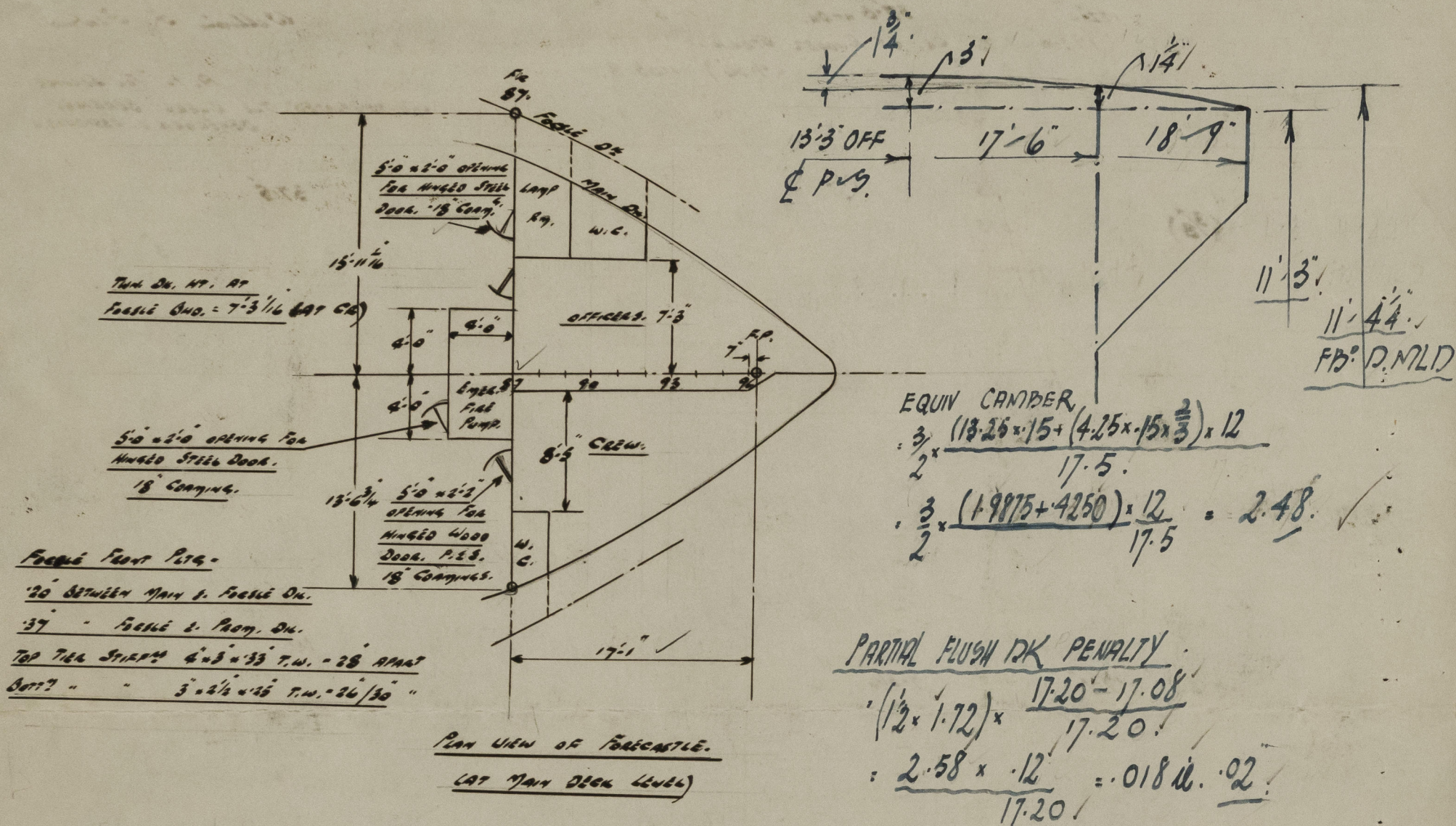
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **Steel, Deck** — continued to side

Tropical Fresh Water Line above Centre of Disc	3 1/4"	Tropical Fresh Water Freeboard	4' - 3 1/4" (Restricted Service)
Fresh Water Line	1 1/2"	Fresh Water	4' - 0"
Tropical Line	1 3/4"	Tropical	4' - 1 3/4"
Winter Line	below	Winter	4' - 1 1/2"
Winter North Atlantic Line	"	Winter North Atlantic	"

Makouic

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.

NOTE:- THIS VESSEL WILL BE CLASSED ONLY FOR RIVER SERVICE & A FREEBOARD CERTIFICATE COVERING THE VOYAGE FROM THE U.K. TO SOUTH AMERICA IS BEING ISSUED BY THE M.O.T. THE SHIP'S CLASS WILL NOT BE ASSIGNED UNTIL SHE REACHES SOUTH AMERICA & HAS BEEN EXAMINED BY THE SOCIETY'S SURVEYOR TO ENSURE THAT ITS EFFECTIVENESS HAS NOT BEEN AFFECTED BY THE VOYAGE.



Trade of ship VENICULAR & PASSENGER (RIVER) FERRY.

Names of sister ships LA SISTER SHIP IS AT PRESENT BEING BUILT IN GEORGETOWN, BRITISH GUIANA. AT MENAS SHIPYARD. (S.O. 370/2.)

Builder's name and yard number FERGUSON BROS. (PORT GLASGOW) LTD. YARD No. 428.

Owners CROWN AGENTS ACTING FOR THE GOVERNMENT OF BRITISH GUIANA.

Fee & To be charged with F.E.

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)

- ① HULL SECTIONS.
- ② PROFILE & DECKS.
- ③ SKETCH OF SHEER & CAMBER.
- ④ FLUSH DECK SCUTTLE HATCHES.

RETURN TO GREENOCK OFFICE.



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