

27 OCT 1947

Index No. 39332
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER.~~)

| | | | | | |
|---|-----------------|---|--------------------------------|------------------------------------|--|
| Ship's Name L.C.T. N° 796. | Official Number | Nationality and Port of Registry ETHIOPIAN. ADDIS ABABA | Gross Tonnage 397.31 | Date of Build NOT KNOWN. | Port of Survey GRANGEMOUTH. |
| Moulded Dimensions: Length 171.0 feet Breadth 38.0 feet Depth 7.5 feet to Upper Deck [Centre of rudder stock to fore perp.] | | | | | Date of Survey 22nd April 1947 and subsequent dates. |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth Not available 960 estimated tons | | | | | Surveyor's Signature James M. Winters |
| Coefficient of fineness for use with Tables .811 | | | | | Particulars of Classification [CONTEMPLATED] "A-" with freeboard corresponding to a Summer moulded draft of 5'0" for service in the Red Sea and loading service within limits to be defined. |

| | | |
|---|---|---|
| DEPTH FOR FREEBOARD (D). Moulded depth ... 7.5 feet. Stringer plate 0.25 inches02 Sheathing on exposed deck None. $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 7.52. | DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = ✓ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = (11.40 - 7.52) 1.315 = -5.10 If restricted by superstructures YES NIL. | ROUND OF BEAM CORRECTION. Moulded Breadth (B) 38.0 feet Standard Round of Beam = $\frac{B \times 12}{50} =$ 9.12. Ship's Round of Beam = None. Difference = -9.12. Restricted to Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{9.12 \times 5991}{4} =$ +1.37. |
|---|---|---|

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) | |
|--|-------------------------|--|--------|-------------------|----------------------|---|
| Poop enclosed } <i>See sketch over.</i> | 47.50 | 47.50 | 4.75 | 4.75 | 37.61 | Standard Height of Superstructure 6.0 |
| „ overhang | | | | | | „ „ R.Q.D. ✓ |
| R.Q.D. enclosed | | | | | | Deduction for complete superstructure 23.10 |
| „ overhang | | | | | | Percentage covered $\frac{S}{L} =$ 40.09 |
| Bridge enclosed | | | | | | „ „ $\frac{S_1}{L} =$ |
| „ overhang aft | | | | | | „ „ $\frac{E}{L} =$ 30.71 |
| „ overhang forward | | | | | | Percentage from Table, Line A. 15.60 |
| F'cle enclosed } <i>See sketch over.</i> | 21.05 | 21.05 | 4.25 | 4.25 | 14.91 | (corrected for absence of forecastle (if required)) |
| „ overhang | | | | | | Percentage from Table, Line B. ✓ |
| Trunk aft | | | | | | (corrected for absence of forecastle (if required)) |
| „ forward | | | | | | Interpolation for bridge less than .2L (if required) ✓ |
| Tonnage opening aft | | | | | | Deduction = 23.10 x 15.60 = -3.60 |
| „ forward | | | | | | |
| Total | 68.55 | 68.55 | | | 52.52 | |

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|---------------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|
| A.P. ... | 27.10 | 1 | | 27.10 | 0 | 0 | 1 | | 0 |
| 1/4 L from A.P. ... | 12.06 | 4 | | 48.24 | 0 | 0 | 4 | | 0 |
| 1/2 L „ ... | 2.98 | 2 | | 5.96 | 0 | 0 | 2 | | 0 |
| Amidships ... | — | 4 | | — | — | — | 4 | | — |
| 3/4 L from F.P. ... | 5.96 | 2 | | 11.92 | 0 | 0 | 2 | | 0 |
| 3/4 L „ ... | 24.12 | 4 | | 96.48 | 0 | 0 | 4 | | 0 |
| F.P. ... | 54.20 | 1 | | 54.20 | 21 | 20 | 1 | | 21 |
| Total ... | | | | 243.90 | | | | | 21 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{222.90}{18} \left(.75 - \frac{2004}{204} \right) = +6.81.$
 If limited on account of midship superstructure. **5496** If limited to maximum allowance of 1 1/2 ins. per 100 ft. **✓**

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **7.52**
 Summer freeboard = **2.52**
 Moulded draught (d) = **5.00**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **1.25 = 1 1/4"**

Addition for Winter North Atlantic Freeboard (if required) = **not assigned**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$
 Tons per inch immersion at summer load water line
 $T =$

Deduction = $\frac{\Delta}{40 T}$ inches
 = **1 1/4"**

No hydrostatic information available.

TABULAR FREEBOARD corrected for Flush Deck (if required).

| | | |
|--|--|--------------|
| Correction for coefficient | $\frac{.811 + .68}{1.36} = \frac{1.491}{1.36}$ | 18.45 |
| Depth Correction | — | — |
| Deduction for superstructures | — | 3.60 |
| Sheer correction | 6.81 | — |
| Round of Beam correction | 1.37 | — |
| Correction for Thickness of Deck amidships | — | — |
| Other corrections, scantlings, etc. <i>corresponding to a summer moulded draught of 5'0"</i> | 5.44 | — |
| | 13.62 | 3.60 |
| Summer Freeboard | | 30.25 |

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

Tropical Fresh Water Line above Centre of Disc **2 1/2"**
 Fresh Water Line „ „ **1 1/4"**
 Tropical Line „ „ **1 1/4"**
 Winter Line below „ **not assigned**
 Winter North Atlantic Line „ „ **not assigned**

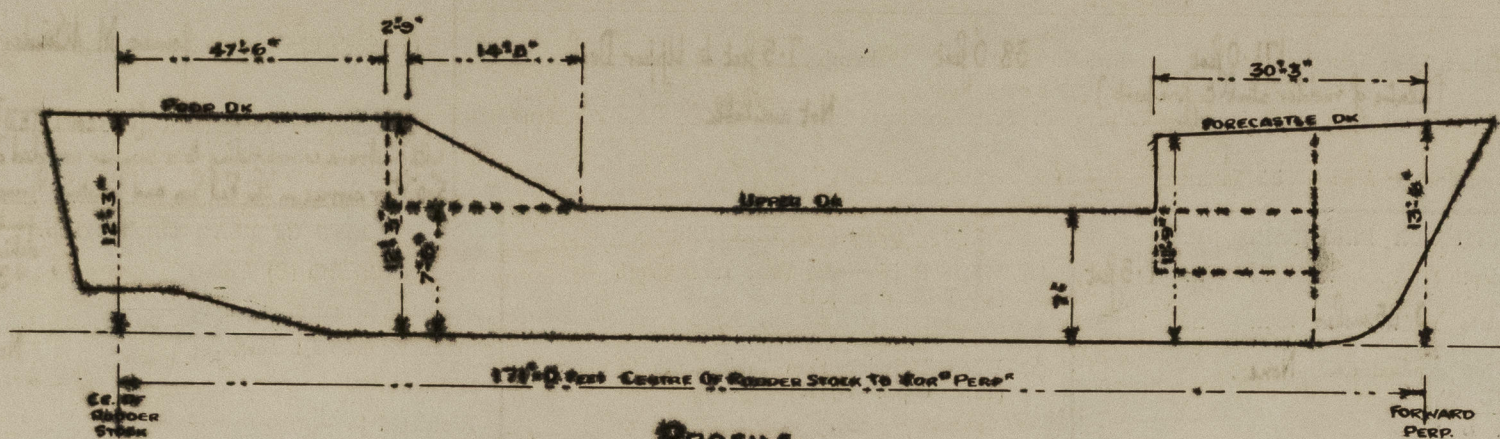
Tropical Fresh Water Freeboard **2 1/2"**
 Fresh Water „ „ **2 1/4"**
 Tropical „ „ **2 1/4"**
 Winter „ „ **not assigned**
 Winter North Atlantic „ „ **not assigned**

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.

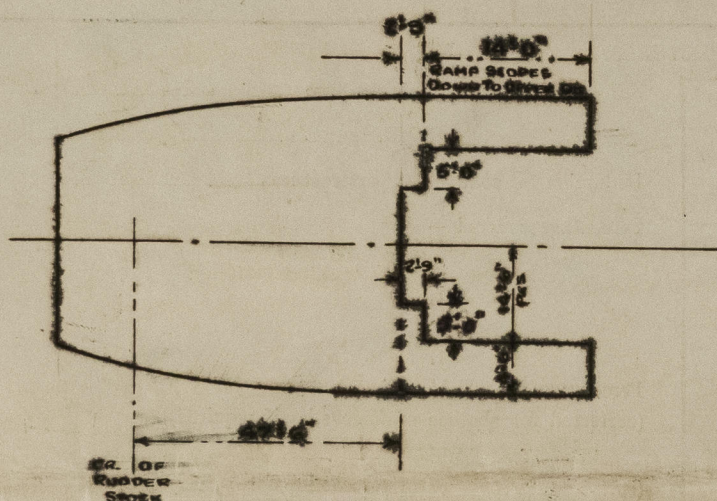
Forcastle :- Sidehouses

$$\begin{array}{r} 2 \times 3 \times 5.08 = 30.48 \\ 2 \times 13.75 \times 8.0 = 220.00 \\ 2 \times 3 \times 9.25 = 55.50 \\ \hline 305.98 \end{array} \quad \begin{array}{r} 305.98 = 10.55' \\ 29.0 \\ \hline 4. @ R. = 10.50' \\ \hline \text{Equival} = 21.05' \end{array}$$

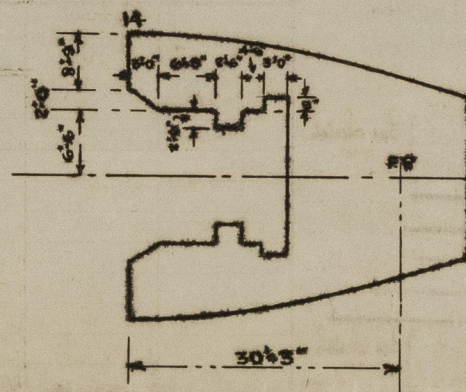
✓



PROFILE.



OUTLINE OF FOREDECK.



OUTLINE OF FORECASTLE.

IT IS UNDERSTOOD THAT FREEBOARD REQUEST FORM 3 WAS SENT DIRECT TO THE LONDON OFFICE SEE LONDON LETTER DATED 17TH APRIL 1947.

THE FOLLOWING PLANS, (3 SHEETS) ARE APPLICABLE TO THIS VESSEL VIZ:- GENERAL ARRANGEMENT, ^(AT PRESENT IN LONDON OFFICE) GENERAL STEELWORK PLAN AND PROFILE AND DECKS ^{WHICH} ARE ATTACHED HEREWITH. PLEASE RETURN SAME WHEN THE NECESSARY INFORMATION HAS BEEN DERIVED THEREFROM.

ATTENTION IS DRAWN TO LONDON LETTER DATED 1ST APRIL 1947. THE OWNERS ARE DESIROUS OF OBTAINING A DRAFT OF 5'0" AND WERE THEREFORE EXTENDING THE MATCH LINE GIRDERS TO FORM A CONTINUOUS GIRDER AS RECOMMENDED IN THE AFOREMENTIONED LETTER.

Trade of ship RED SEA AND COASTING SERVICE WITHIN LIMITS TO BE DEFINED.

Names of sister ships 'ADULIS' EX LCT. NO 835. GLASGOW REPORT NO 72054.

Builder's name and yard number NOT KNOWN.

Owners SABER UTILITY CORPORATION LTD, 88015 ABABA. (LONDON REPRESENTATIVE:- J.C. CAMPBELL ESQ., CLARENDON HOUSE,

11/12, CLIFFORD STREET, NEW BOND STREET, LONDON,)

Fee £

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